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Next 6 Page(s) In Document Exempt

Approved For Release 2001/03/03 : CIA-RDP78T05439A000500020057-6

IB - 122/65
15 April 1965
Copy No. *Ruth*

DECLASS REVIEW by NIMA/DOD

MEMORANDUM FOR: Chief, China Asian Satellites Division, OCT

25X1A ATTENTION : [REDACTED] CA/AA

THROUGH : Chief, Requirements Branch, Reconnaissance Group, CGS

FROM : Chief, Photographic Intelligence Division, CIA

COORDINATION : [REDACTED] ORR/MS/TR
/MS/CST

SUBJECT : Road Information, Various Routes, North Vietnam/Laos

REFERENCES : (1) ORR Requirement No. C-C14-82,116
(2) CIA/PID Project No. 31060-4, 31062-4 thru 31069-4

1. This memorandum is in response to the above referenced requirements concerning changes which have occurred along portions of selected routes in North Vietnam and Laos during the period 15 May 1964 to 13 December 1964.

2. Information obtained from the study of comparative photography has been annotated and consolidated in order to facilitate the handling of the material and add significance to the changes which were observed. The selected route portions are outlined on CIA Map 50973 1-65 (CIA/PID/IB-P-405/65), and annotated by capital letters A through I. Selected photographs of the specific route portions are consolidated in Tabs A through I. The tab letters correspond to the annotations on the map referenced above. Within the separate route (Tab) sections, photographs are annotated by number and are keyed to USAF Pilotage Charts, 1:500,000 which appear at the front of each route (Tab) section. Where comparative photography was available, the photographs are arranged with the earlier coverage on the left and the recent coverage on the right, to enable side by side comparison.

3. Information for this study was obtained from the following missions:

25X1D [REDACTED]

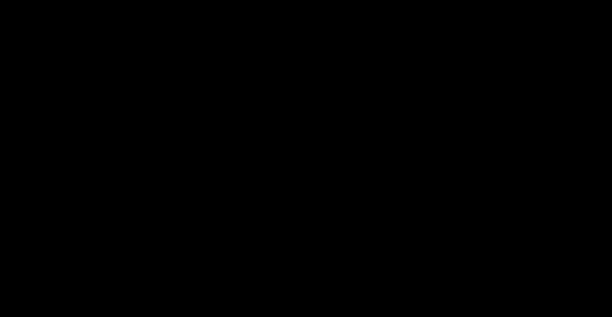
[REDACTED] DECLASSIFIED BY 30 JUN 1985

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25X1D



a. Tab A coverses the NE-SW alignment of Route 6 from Moc Chan (20 50N - 104 38E) to Muong Ham (20 20N - 104 01E). Annotated map CIA/PID/IB-P-401/65 shows this section of Route 6 and locates all photos in Tab A.

a. The condition of Route 6 in the Moc Chan area is excellent (Annotation 1, CIA/PID/IB-P-246/65), however, there is a gradual deterioration of its condition passed a North Vietnam border check point (Annotation 2, CIA/PID/IB-P-247/65) to a point in the North Vietnam-Laos border area where there is a distinct deterioration in the condition of the road (Annotation 3, CIA/PID/IB-P-248/65).

b. Although there is a ferry present where Route 6 crosses the Nam Ma (River), the more heavily travelled road appears to be the unnumbered road which follows the west bank of the Nam Ma and becomes Route 6 at the crossing site (Annotation 4, CIA/PID/IB-P-249/65).

c. No significant activity was observed from where Route 6 crosses the Nam Ma to the junction of Routes 6 and 65 at 20 27N - 104 11E. Vehicular activity was observed on Route 65 on both [REDACTED]

[REDACTED] A supply/support area on Route 65 near Ban Nong Kou has been dismantled and the area evacuated (Annotation 5, CIA/PID/IB-P-250/65 and 251/65).

d. Photography discloses an area that has been recently evacuated on Route 6 near Ban Houei Nha in [REDACTED] but a new support activity is present in [REDACTED] adjacent to the evacuated area. (Annotation 6, CIA/PID/IB-P-252/65 and 253/65).

e. The only example of bridge construction activity is located near Sam Neua (Annotation 7, CIA/PID/IB-P-254/65 and 255/65).

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- f. No bridge construction activity was observed in the vicinity of Muong Ham (Annotation 8, CIA/PID/IB-P-256/65).
5. Tab B covers the E-W alignment of Route 7 from Muong Sen (19 23N - 104 09E) to Sala Nong Pet (19 33N - 103 22E). Annotated map CIA/PID/IB-P-402/65 shows this section of Route 7 and locates all photos in Tab B.
- a. The supply area at Ban Pho Hom (Annotation 1, CIA/PID/IB-P-257/65) and 258/65) has been evacuated.
 - b. The installations near Ban Tau Tho (Annotation 2, CIA/PID/IB-P-259/65 and 260/65) and Ban Ban (Annotation 3, CIA/PID/IB-P-261/65 and 262/65) have been partially destroyed.
 - c. The bridge west of Ban Ban has been destroyed, an existing ford has been improved, and a footbridge built (Annotation 4, CIA/PID/IB-P-263/65 and P-264/65).
 - d. The only road improvement activity observed was near Ban Lao, where a section of road was improved following a wash-out (Annotation 5, CIA/PID/IB-P-265/65 and P-266/65).
 - e. The bridge site near Ban Hou Khan has no construction activity. The adjacent ford appears to be slightly improved and was undamaged by bombs dropped nearby (Annotation 6, CIA/PID/IB-P-267/65 and 268/65).
6. Tab C covers the N-S alignment of Route 4 from Route 7 to Route 13. This section of Route 7 is shown on annotated map CIA/PID/IB-P-403/65, which also locates all photos in Tab C.
- a. The bridge under construction at Xieng Khouang in [REDACTED] has 25X1D been completed (Annotation 1, CIA/PID/IB-P-270/65 and 271/65).
 - b. The pontoon bridge at Ban Ta Viang has been replaced by a light wooden bridge and huts in a nearby area have been evacuated (Annotation 2, CIA/PID/IB-P-272/65 and 273/65).
 - c. A footbridge has been constructed and the ford improved near Ban Pou (Annotation 3, CIA/PID/IB-P-274/65 and 275/65).
 - d. Recent activity at Ban Mong includes evacuation of support activity, construction of a new pontoon bridge, and improvement of a service road to the nearby landing strip (Annotation 4, CIA/PID/IB-P-276/65 and 277/65).

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e. New pontoon bridges have also been constructed near Ban Dong Mo (Annotation 5, CIA/PID/IB-P-278/65 and 279/65) and Ban Na Khoun (Annotation 6, CIA/PID/IB-P-280/65 and 281/65). Two new bridges have been constructed near Ban Vang An (Annotation 7, CIA/PID/IB-P-282/65 and 283/65).

f. No significant changes were observed on Route 4 south of Ban Khone Ka Na (18 56N - 103 42E), however, two items of interest were the support activity at the junction of Routes 4 and 13 (Annotation 8, CIA/PID/IB-P-284/65) and possible bridge construction activity on Route 13 at Pakxane (Annotation 9, CIA/PID/IB-P-285/65).

7. Tab D covers the NE-SW alignment of Route 8 from Linh Cam (18 31N - 105 34E) to the Khommarath area (17 36N - 105 10E), and the E-W alignment of Route 81P from Lak Sao (18 11N - 104 59E) to Kam Keut (18 15N - 104 43E). Annotated map (CIA/PID/IB-P-404/65) shows this section of Routes 8 and 81P and shows the location of all photos in Tab D.

a. Photographic coverage revealed few significant changes on Route 8 between Linh Cam and Lak Sao.

1) No bridge construction activity was observed at the ferry crossings near Linh Cam (Annotation 1, CIA/PID/IB-P-287/65) and Nam Nha (Annotation 2, CIA/PID/IB-P-288/65).

2) A new road has been constructed branching from Route 8 near Kim Cuong (Annotation 3, CIA/PID/IB-P-289/65 and 290/65). This new road runs approximately 1.0 statute miles SW to a support supply activity.

3) The only other activity on this portion of Route 8 is a new ford by-passing the damaged bridge at Ban Nape (Annotation 4, CIA/PID/IB-P-291/65 and 292/65).

b. There has been no improvements on Route 8 south from Lak Sao to the Khommarath area, but rather, there appears to be a general deterioration of this portion of Route 8.

1) This deterioration is indicated by the change in condition of the fords near Lak Sao (Annotation 5, CIA/PID/IB-P-293/65 and 294/65), Keng Deng (Annotation 6, CIA/PID/IB-P-295/65 and 296/65), and Nam Theum (Annotation 7, CIA/PID/IB-P-297/65 and 298/65).

2) Although the bridge at B. Thong Louan remains intact, there has been a change consisting of evacuation of some buildings and deterioration of the ford on the road connecting B. Nhommarath Keo and Route 12. (Annotation 8, CIA/PID/IB-P-299/65 and 300/65).

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c. Oblique photographic coverage of Route 81P from Lak Sao to Kam Keut makes interpretability of this area difficult, however, no significant changes appear to have occurred.

8. Tab E covers the E-W alignment of Route 12 from Bai Due Thon (18 02N - 105 50E) to Ban Na Kok (17 26N - 105 07E), and the W-E alignment of Route 12L from Ban Na Kok (17 26N - 105 07E) to Ban Ka Vat (17 18N - 105 37E). Annotated map CIA/PID/IB-P-408/65 shows these sections of Route 12 and 12L and also locates all photos in Tab E.

a. The principal changes and improvements observed along Route 8 are centralized between Bai Due Thon and the North Vietnam-Laos border.

1) The rail bridge at Bai Due Thon has been converted into a combination rail and road bridge with new approaches constructed for road traffic (Annotation 1, CIA/PID/IB-P-301/65 and 302/65).

2) The convoy assembly area and supply/support activity near Bai Due Thon has been partially evacuated (Annotation 2, CIA/PID/IB-P-303/65 and 304/65).

3) The bridge under construction near Xom Con Cau has been completed (Annotation 3, CIA/PID/IB-P-305/65 and 306/65).

25X1D 4) The bridge under construction near La Trong in [REDACTED] 25X1D is completed in [REDACTED] and the nearby temporary bridge has been removed (Annotation 4, CIA/PID/IB-P-307/65 and 308/65).

5) A new bridge has been completed near Xom Mon (Annotation 5, CIA/PID/IB-P-311/65 and 312/65).

25X1D 6) The preliminary construction at the new Don Bai Dinh bridge site in [REDACTED] has progressed to a more advanced stage of construction in [REDACTED] (Annotation 6, CIA/PID/IB-P-313/65 25X1D and 314/65).

b. The only change observed on Route 12 between the North Vietnam-Laos border and Ban Na Kok is in the vicinity of the bridge at B. Boung Bau where some buildings have been evacuated and one span of the bridge damaged (Annotation 7, CIA/PID/IB-P-315/65 and 316/65).

c. No specific changes were observed along Route 12L, however, there is a general deterioration of the road as exemplified by Annotation 8, CIA/PID/IB-P-317/65 and 318/65 and by Annotation 9, CIA/PID/IB-P-319/65 and 320/65.

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9. Tab F covers the N-S alignment of Route 23 from Ban Lang Khang (17 34N - 105 43E) to Ban Phone Mouang area (16 34N - 105 55E). Annotated map CIA/PID/IB-P-409/65 shows this section of Route 23 and locates all photos in Tab F.

25X1D a. The trail running west from B. Seng Phan has indications of vehicular traffic in [REDACTED], and military positions that have 25X1D been prepared since [REDACTED] and occupied in [REDACTED] are unoccupied in [REDACTED] (Annotation 1, CIA/PID/IB-P-321/65 and 322/65).

25X1D b. The bridge at B. Seng Phan was washed out between [REDACTED] 25X1D [REDACTED], and replaced by [REDACTED] with a new wooden bridge of the same type (Annotation 2, CIA/PID/IB-P-323/65 and 324/65). 25X1D

c. The existing bridges near B. Sa Ang. (Annotation 3, CIA/PID/IB-P-325/65 and 326/65) and B. Pak Pha Nang (Annotation 4, CIA/PID/IB-P-327/65 and 328/65) have been slightly improved.

25X1D d. Route 23 south from Ban Kavak has deteriorated since photographic coverage [REDACTED]. This is visible at Ban Kavak (Annotation 5, CIA/PID/IB-P-329/65 and 330/65), B. Phon Hin He (Annotation 6, CIA/PID/IB-P-331/65 and 332/65), and B. Na Khung (Annotation 7, CIA/PID/IB-P-333/65 and 334/65).

e. The ford at B. Na Het has indications of less use, and the nearby military area had been partially evacuated (Annotation 8, CIA/PID/IB-P-335/65 and 336/65).

f. The small bridges near B. Na Nhom (Annotation 9, CIA/PID/IB-P-337/65 and 338/65) and B. Na Filang (Annotation 10, CIA/PID/IB-P-339/65 and 340/65) have no indications of improvements.

10. Tab G covers the N-S alignment of the unmarked route from Xom Bang (17 06N - 106 45E) to Veng Knuch (16 54N - 106 38E). Annotated map CIA/PID/IB-P-410/65 shows this area and locates all photos in this tab.

a. No bridge construction activity or road improvements were observed south from Xom Bang (Annotation 1, CIA/PID/IB-P-341/65).

b. The northern portion of this route is trafficable for wheeled vehicles, as shown by the convoy at the ford near Vit Thu Lu (Annotation 2, CIA/PID/IB-P-342/65).

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c. The supply/support activities south of Vit Thu Lu have been partially evacuated (Annotation 3, CIA/PID/IB-P-343/65 and 344/65), (Annotation 4, CIA/PID/IB-P-345/65 and 346/65), and (Annotation 5, CIA/PID/IB-P-347/65 and 348/65).

d. The road deteriorates rapidly and apparently terminates at a supply/support activity (Annotation 6, CIA/PID/IB-P-349/65 and 350/65). From this point south there are only trails leading to Veng Khuch.

11. Tab H covers the E-W alignment of Route 102 from Ban Quang (17 03N - 106 55E) to Veng Khuch (16 55N - 106 38E). Annotated map CIA/PID/IB-P-411/65 shows this area and locates the photos in Tab E.

a. Route 102 is in excellent condition in the Ben Quang area (Annotation 1, CIA/PID/IB-P-353/65).

b. Although there are numerous fords along the road, there are no indications of bridge construction activity (Annotation 2, CIA/PID/IB-P-354/65).

c. There is a distinct change in the road classification after crossing a ford near Lang Moc (Annotation 3, CIA/PID/IB-P-355/65). The road deteriorates progressively from this point towards Veng Khuch, becoming a trail in the vicinity of 16 54N - 106 42E.

12. Tab I covers the E-W alignment of Route 9 from Lao Bao (16 36N - 106 35E) to Muong Phalane (16 40N + 105 34E), and the N-S alignment of Route 92 from Ban Dong (16 38N - 106 25E) to Muong Nong (16 22N - 106 30E). Annotated map CIA/PID/IB-P-412/65 shows these segments of Routes 9 and 92 and also locates all photos in Tab I.

a. Of interest in the general area of Muong Phalane is the absence of road improvements. Items noted in this area were military activity at Muong Phalane (Annotation 1, CIA/PID/IB-P-356/65), and in the B. Napha area (Annotation 2, 3, and 4, CIA/PID/IB-P-358/65, 359/65 and 360/65). The lack of activity in this vicinity is illustrated by the abandoned bridge and ford sites in the B. Tho area (Annotations 5 and 6, CIA/PID/IB-P-361/65 and 362/65). The only significant change in this general vicinity is the appearance of a new military position near B. Tho (Annotation 7, CIA/PID/IB-P-363/65 and 364/65).

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b. The bridge near B. N. Kayon has been damaged since [redacted] and a new by-pass road and ford has been constructed approximately $\frac{1}{2}$ mile south of the bridge site (Annotation 8, CIA/PID/IB-P-365/65 and 366/65).

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c. A new by-pass has been constructed around a small bridge near Ban Dong, and the nearby area has been partially evacuated. (Annotation 9, CIA/PID/IB-P-367/65 and 368/65). In addition, an existing by-pass road has been improved around a second small bridge near Ban Dong (Annotation 10, CIA/PID/IB-P-369/65 and 370/65).

d. A new by-pass road has also been constructed around the small bridge near Ban Kha Dap (Annotation 11, CIA/PID/IB-P-371/65 and 372/65).

e. The following changes were observed on Route 92:

25X1D 1) The absence in [REDACTED] of river crossing facility at Ban Dong, which was present in [REDACTED] (Annotation 12, CIA/PID/25X1D IB-P-373/65 and 374/65).

2) The appearance of new small bridges at previous ford sites near Ban Dong (Annotation 13, CIA/PID/IB-P-375/65 and 376/65), B.Sang (Annotation 14, CIA/PID/IB-P-377/65 and 378/65), and Tam Luong (Annotation 15, CIA/PID/IB-P-379/65 and 380/65).

3) Some of the military activity at Muong Nong has been evacuated (Annotation 16, CIA/PID/IB-P-381/65 and 382/65).

4) Of significance is the appearance of new by-pass road around Muong Nong (Annotation 17, CIA/PID/IB-P-383/65 and 384/65).

25X1A 13. The photo analyst assigned to this requirement was [REDACTED] 25X1A who may be contacted on extension 2546 should any question arise concerning this memorandum. This memorandum, with enclosed annotated maps and enlargements, completes this requirement.

25X1A

ENCLOSURES:

10 Annotated Maps
(CIA/PID/IB-P-401/65 thru P-405/65, and P-408/65 thru P-412/65)

132 Photo Enlargements
(CIA/PID/IB-P-246/65 thru P-268/65, P-270/65 thru P-285/65,
P-287/65 thru P-308/65, P-311/65 thru P-350/65, P-353/65
thru P-356/65, and P-358/65 thru P-384/65)

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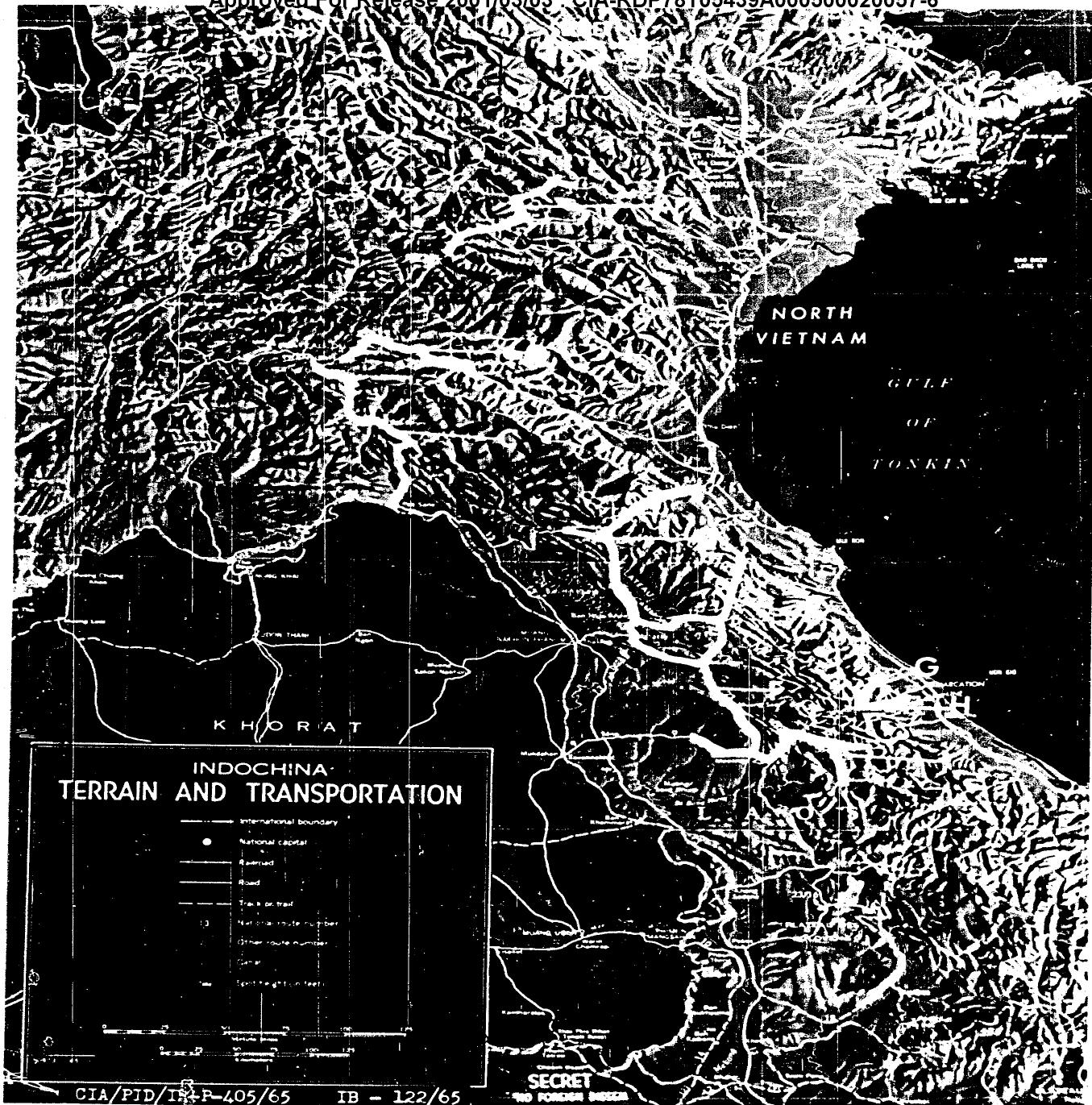
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LAOS / NORTH VIETNAM

ROAD INFORMATION

PHOTOGRAPHIC INTELLIGENCE DIVISION / CIA
INDUSTRIAL BRANCH



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ROUTE 6



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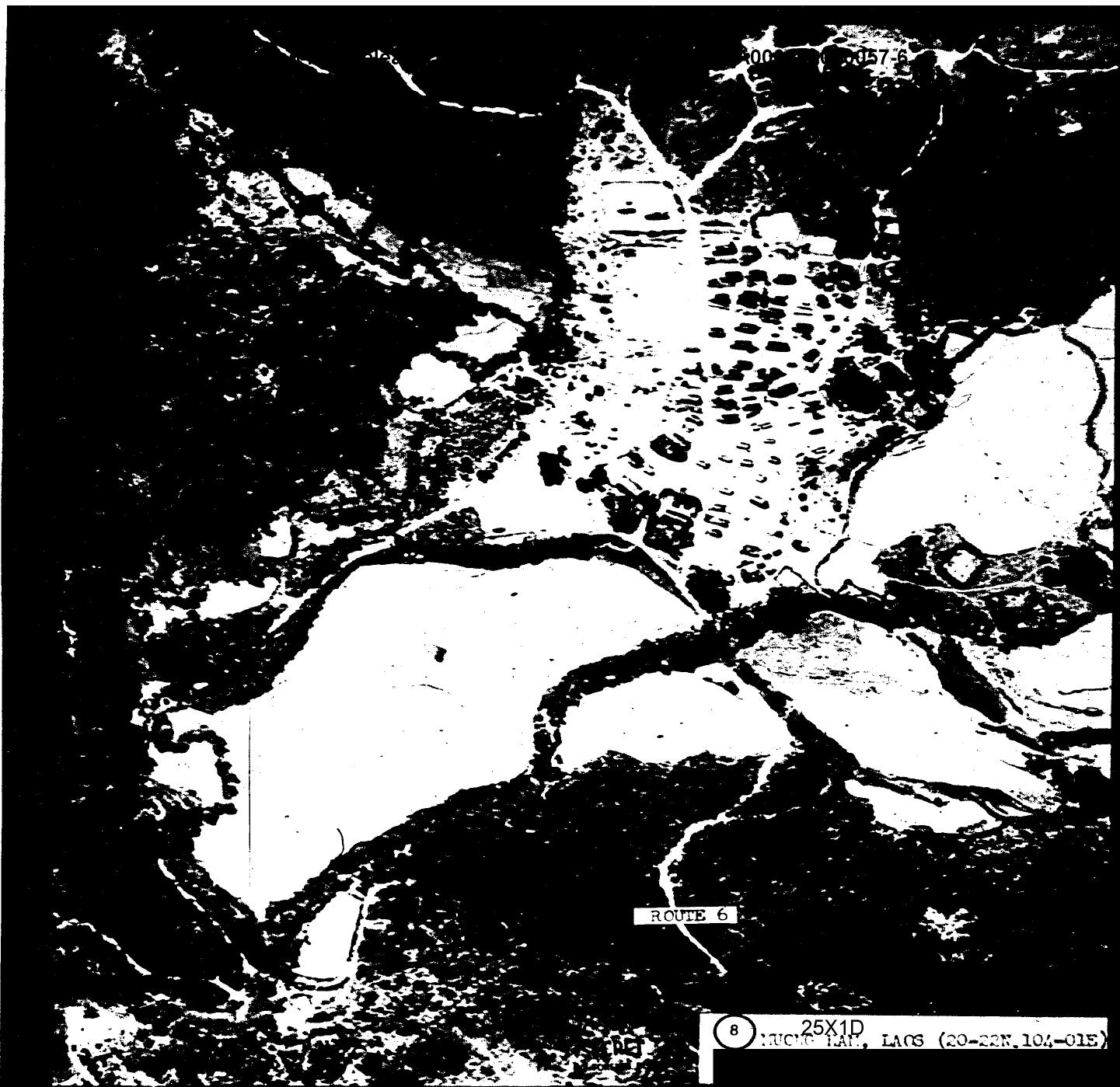
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25X1D
SAM NEUA, LAOS (20-25N 104-03E)



ROUTE 7



ROUTE 7

NAUTICAL MILES	150	160
STATUTE MILES		
KILOMETERS	160	190
200	290	300

LUANG PRABANG
LAOS - THAILAND - VIETNAM

PC 617 AG

SCALE 1:500,000

BASE 200
BASE INFORMATION COMPILED APRIL 1962 FROM
SOURCE DATED JANUARY 1956 TO MARCH 1962
SPEC. NO. PCC-C-1
Lithographed by ACIC 6-62

2nd EDITION

LINES OF EQUAL MAGNETIC VARIATION FOR 1960
(Annual rate of change - no change)

CIA/PID/IB-P-402/65 IB - 122/65

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25X1D

25X1D



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NO FOREIGN DISEASE

25X1D

MILITARY CAMP -

ROUTE 7

SECRET

NO FOREIGN DISEASE

25X1D

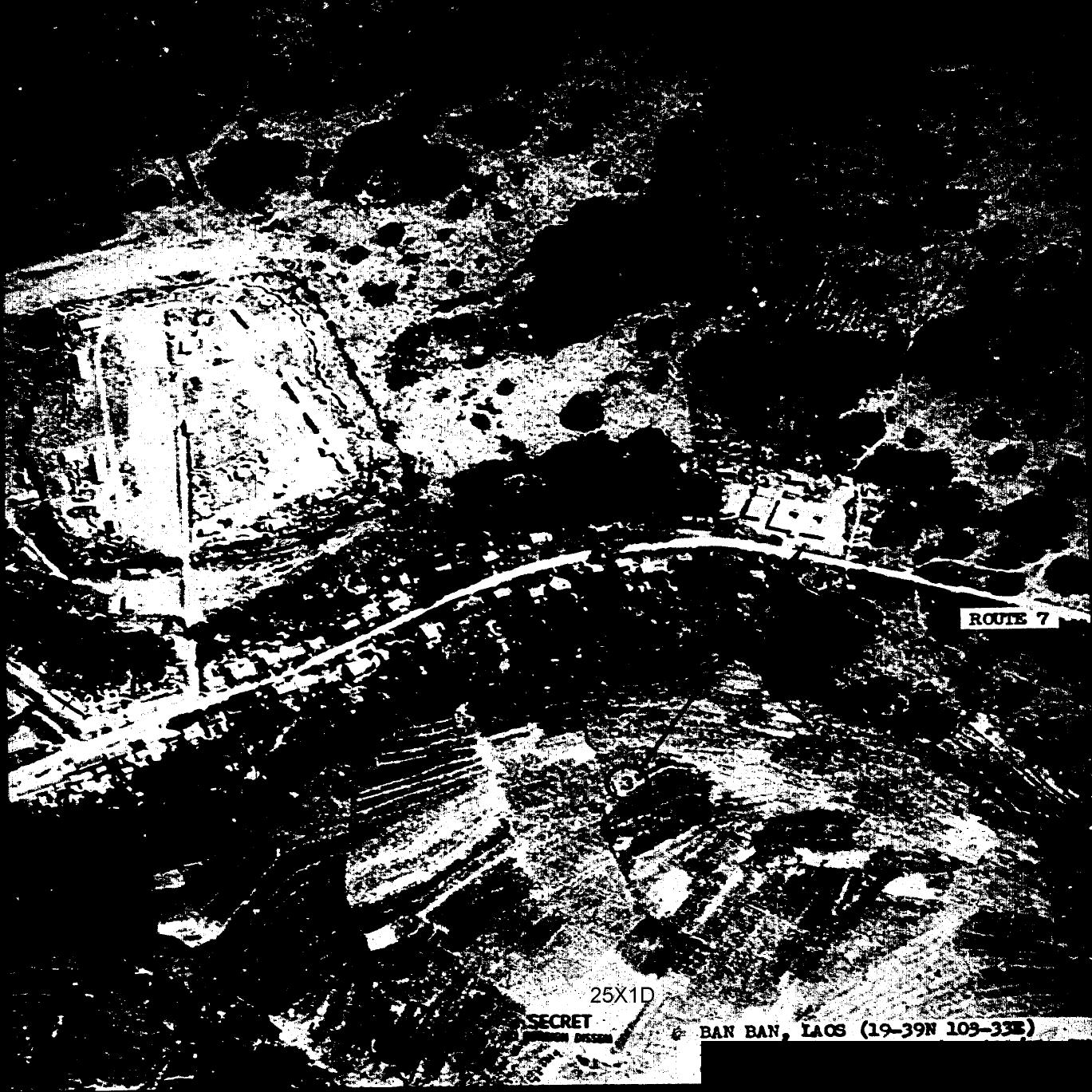
BAN TAU THO AREA, N.V. (19-27N 104-06E)

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BAN TAU THO AREA N.V. 09-228 104-050

25X1D 69



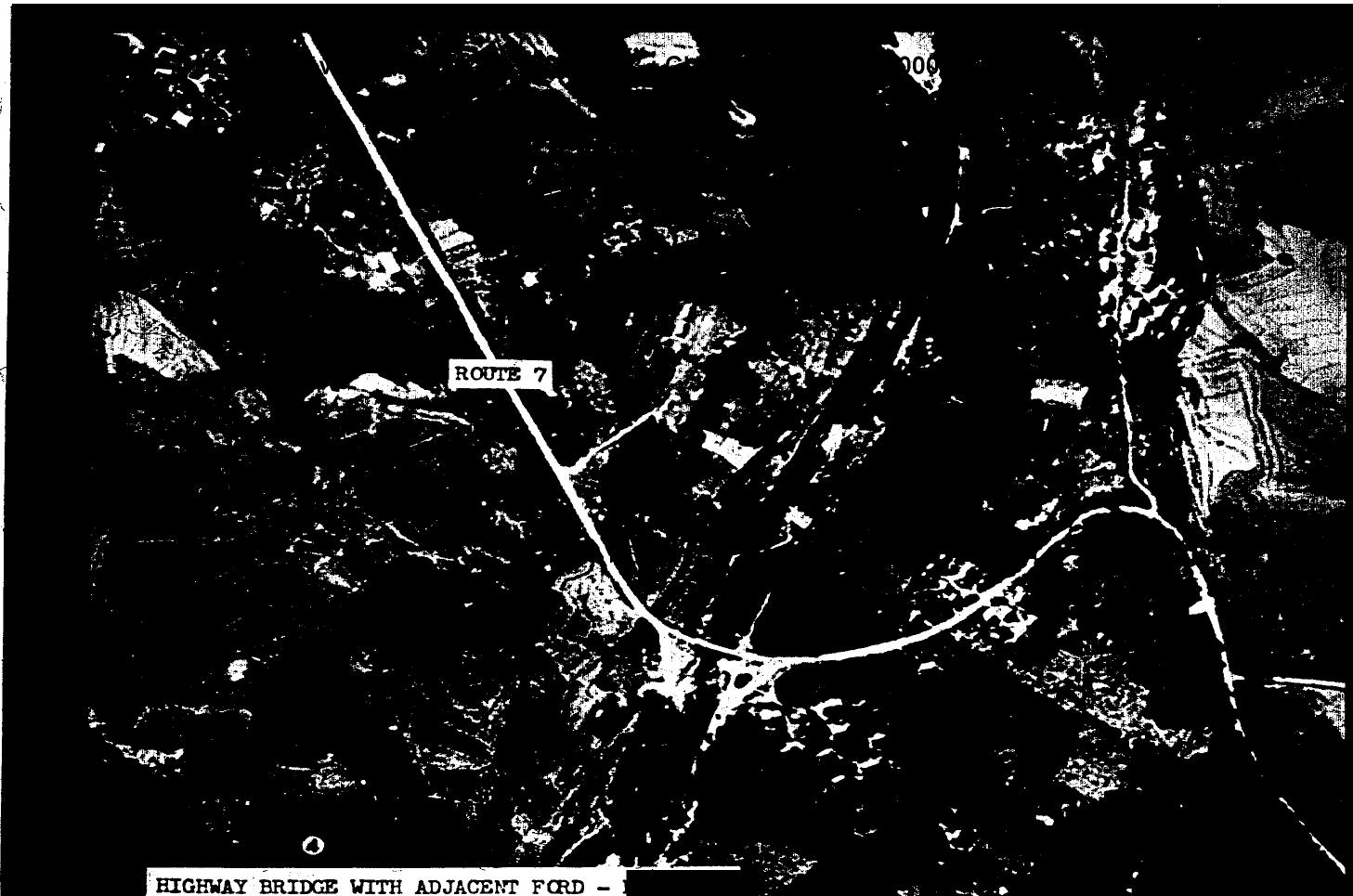
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EYES ONLY

BAN BAN, LAOS (19-39N 109-33E)

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HIGHWAY BRIDGE WITH ADJACENT FORD -

BAN BAN AREA, LAOS (19-37N 102-31E)

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HIGHWAY BRIDGE DESTROYED -

ROUTE 7

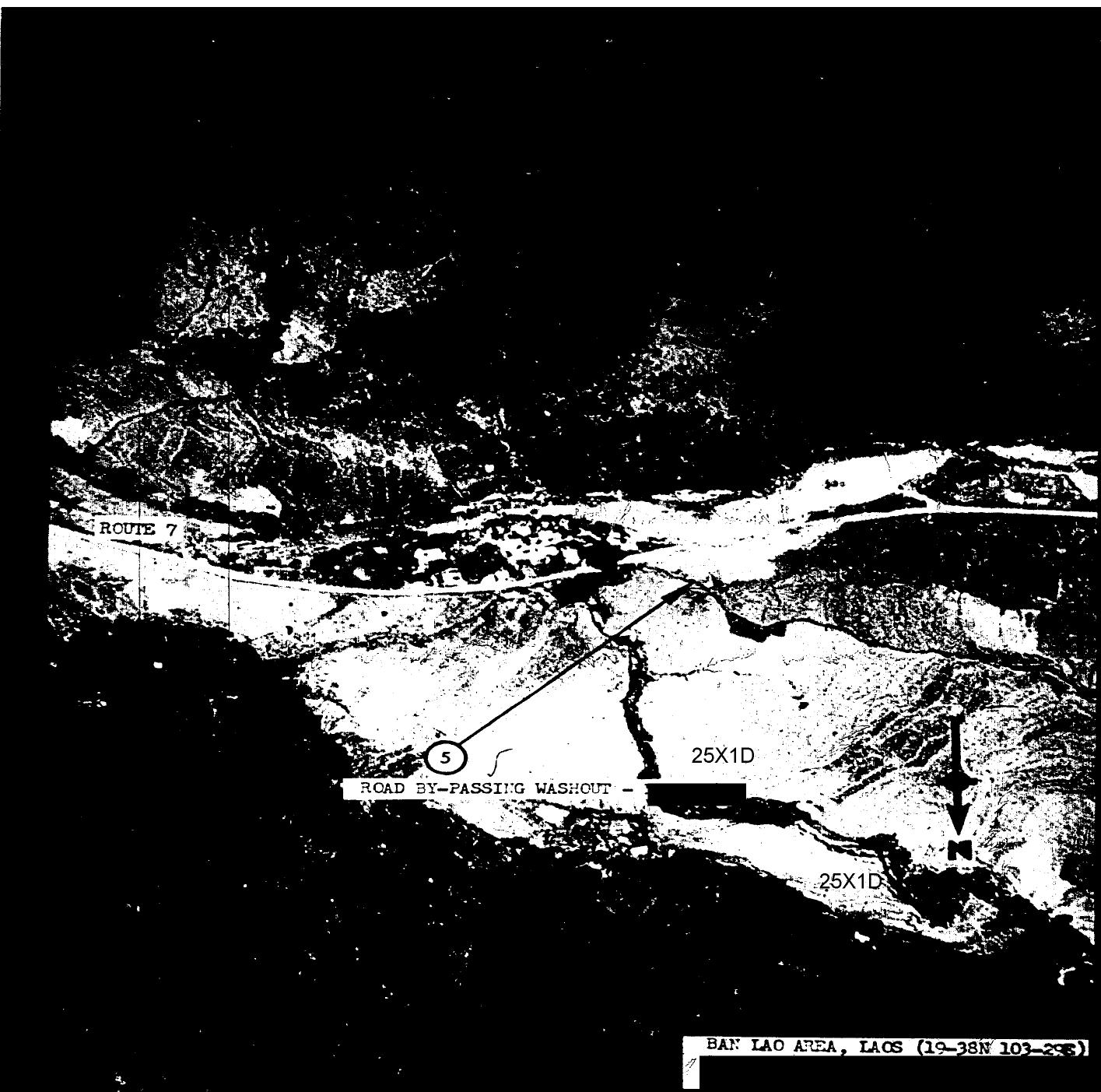
25X1D

IMPROVED FORD WITH FOOT BRIDGE

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BAN BAN AREA, LAOS (19-37N 103-33E)

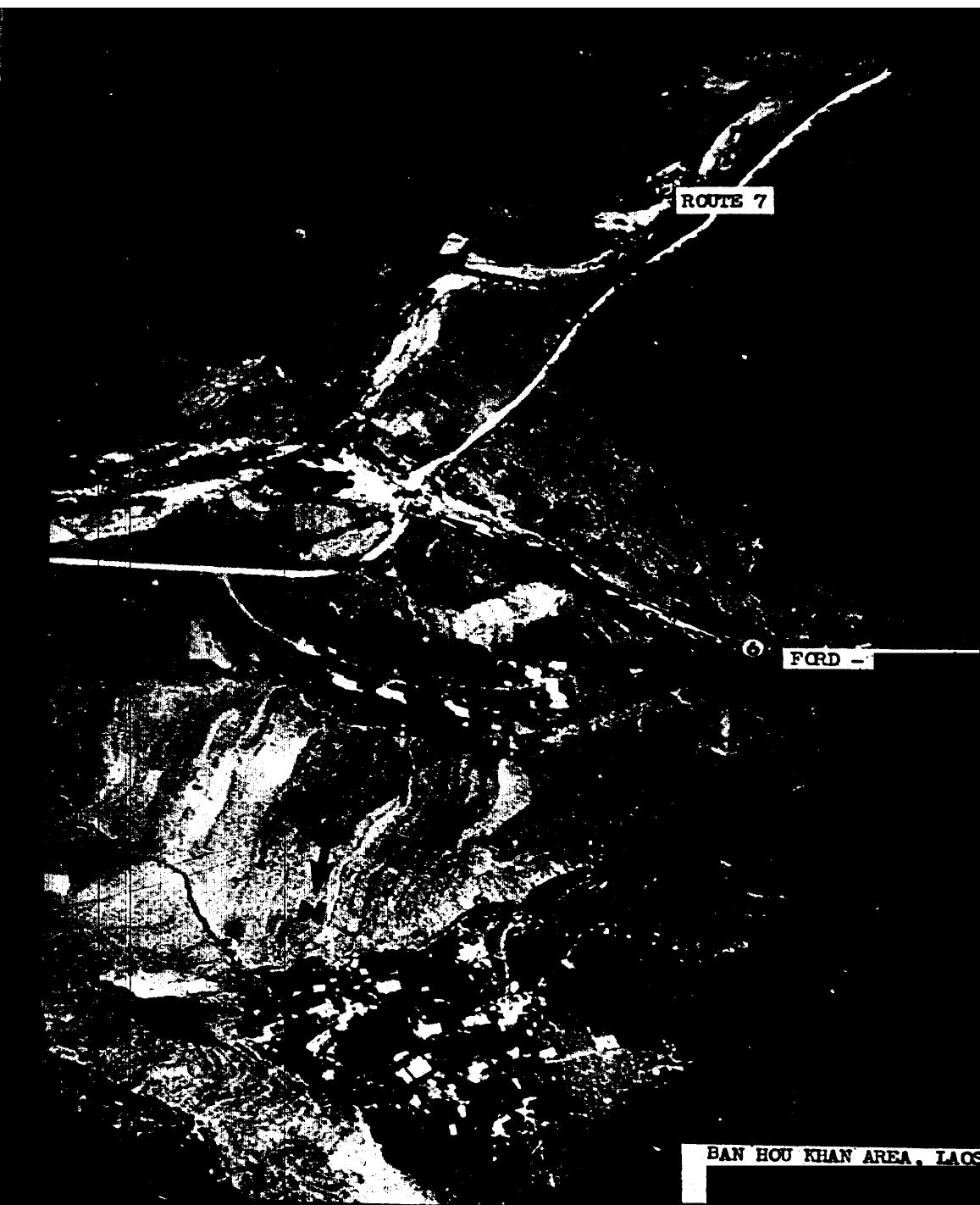
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ROUTE 7

FORD -

BAN HOU KHAN AREA, LAOS (19-37N 103-28E)

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ROUTE 7

IMPROVED FORD -

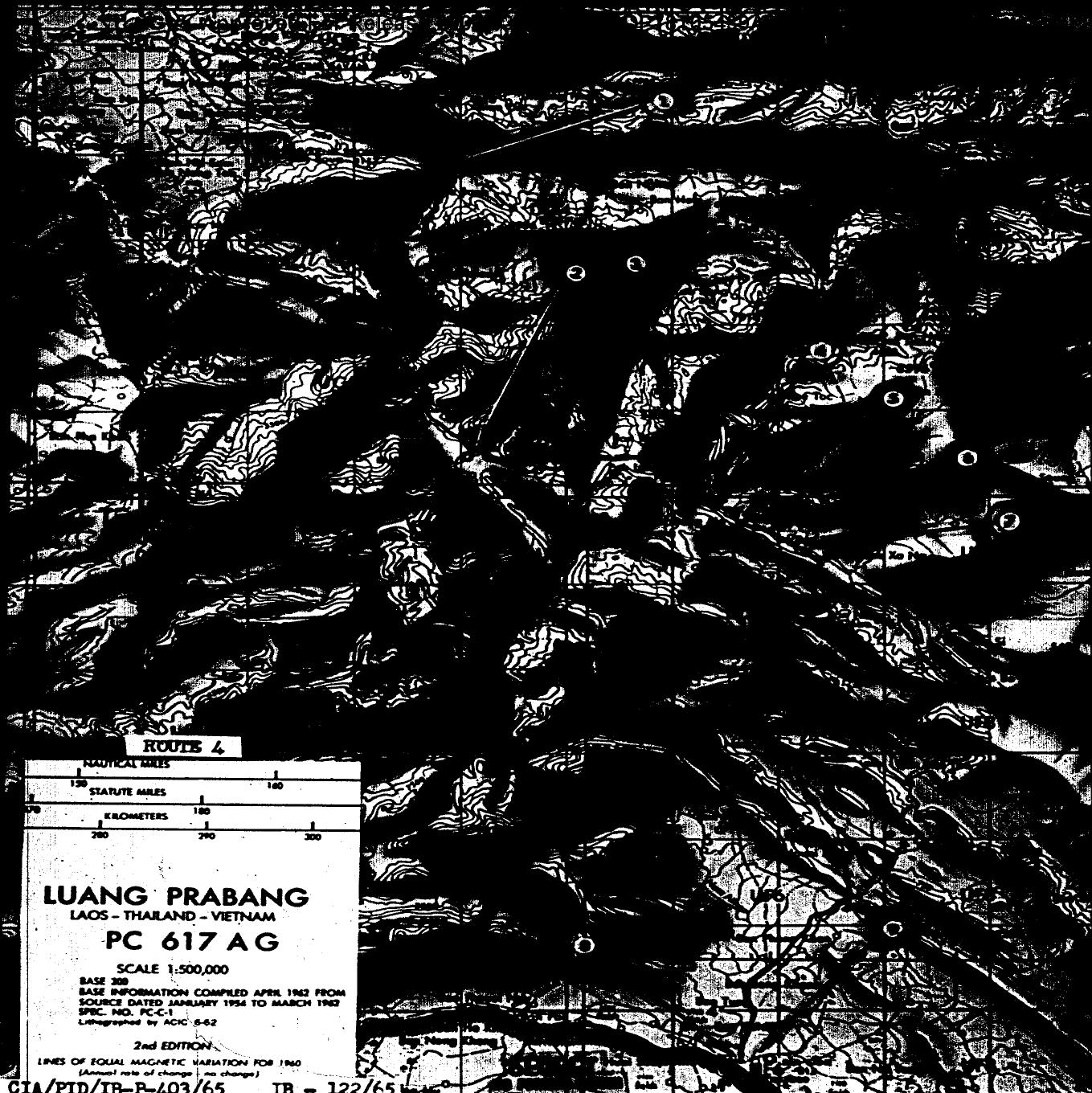
BOMB CRATERS

BAN HOU KHAN AREA, LAOS (19-37N 103-26E)

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25X1D



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25X1D



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PONTOON BRIDGE -

ROUTE 4

BAN TA VIANG, LAOS (19-02N 102-24E)

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03/6
LIGHT WOODEN BRIDGE -

②

ROAD DETERIORATED

ROAD INTERDICTED

AREA EVACUATED

ROUTE 4

BAN TA VIANG, LAOS (19-02N 103-24E)

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ROUTE 4

3 FORD -

SEC

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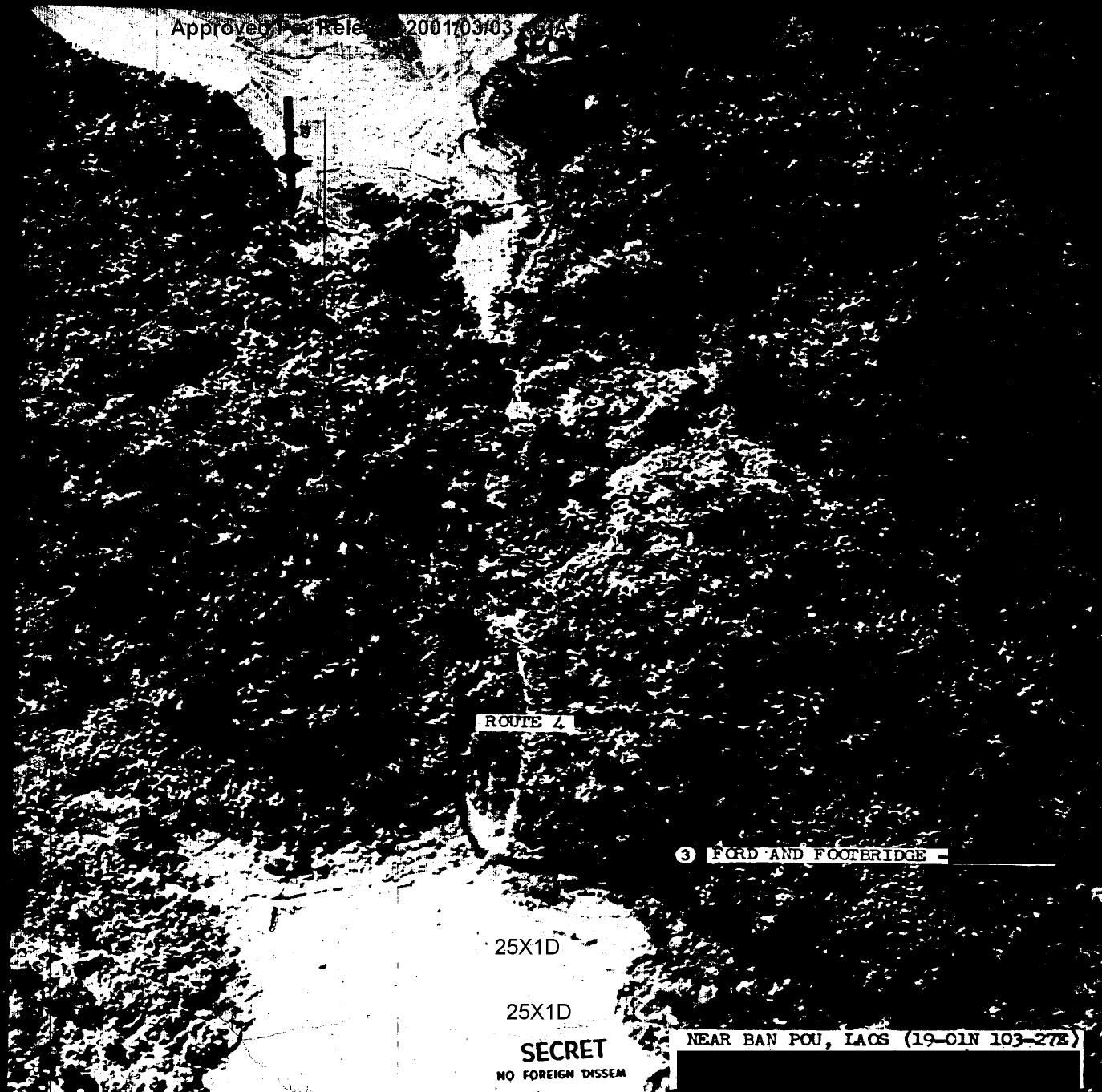
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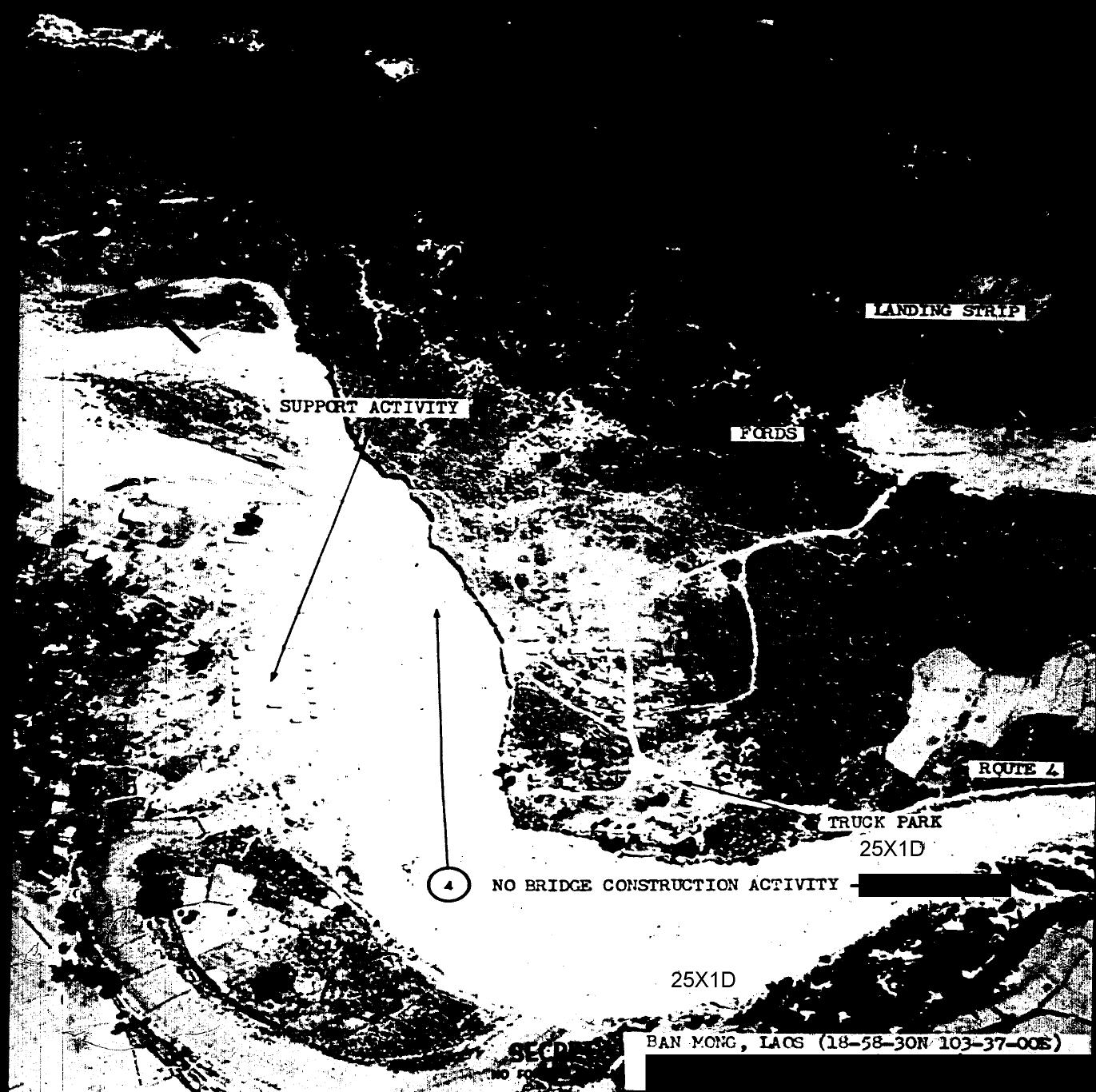
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25X1D

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25X1D

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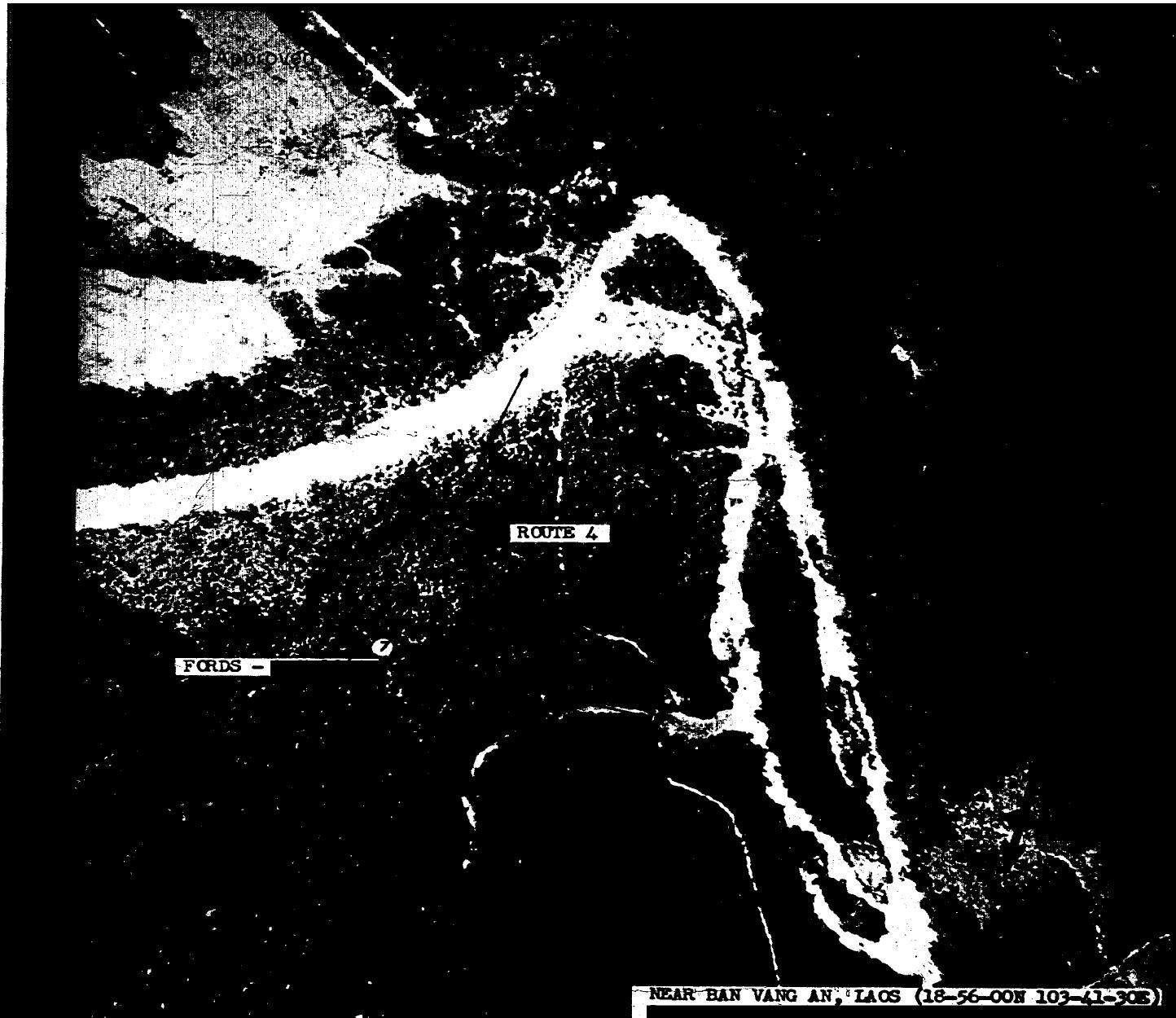


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25X1D



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25X1D

25X1D



ROUTE 4

NEW BRIDGES -

NEAR BAN VANG AN, LAOS (18-56-00N 103-41-30E)

5-16 969

25X1D

25X1D

ROUTE 13

SUPPORT ACTIVITIES

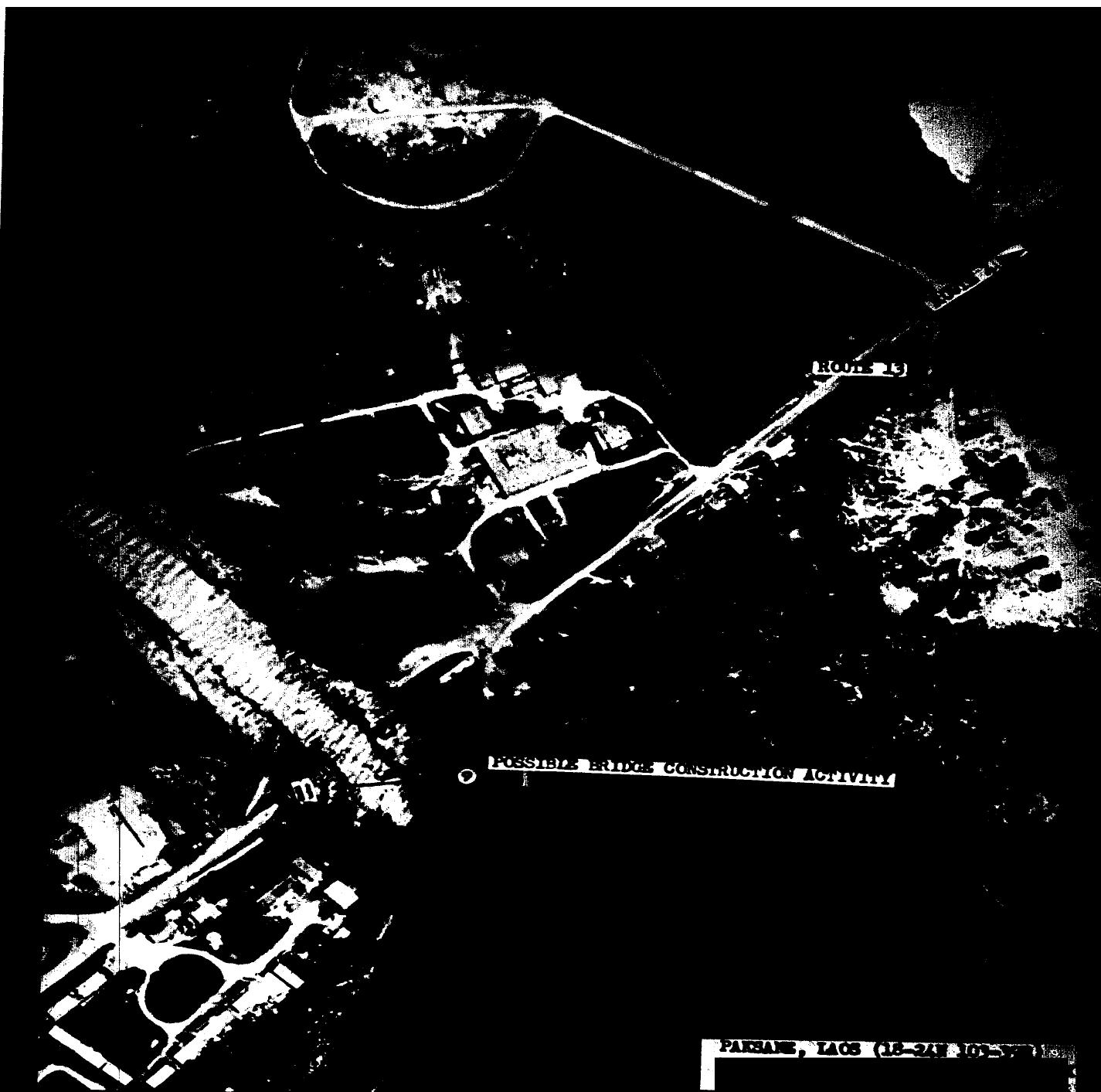
ROUTE 4

8

NEAR PAKSANE, LAOS (18-24N 102-30E)

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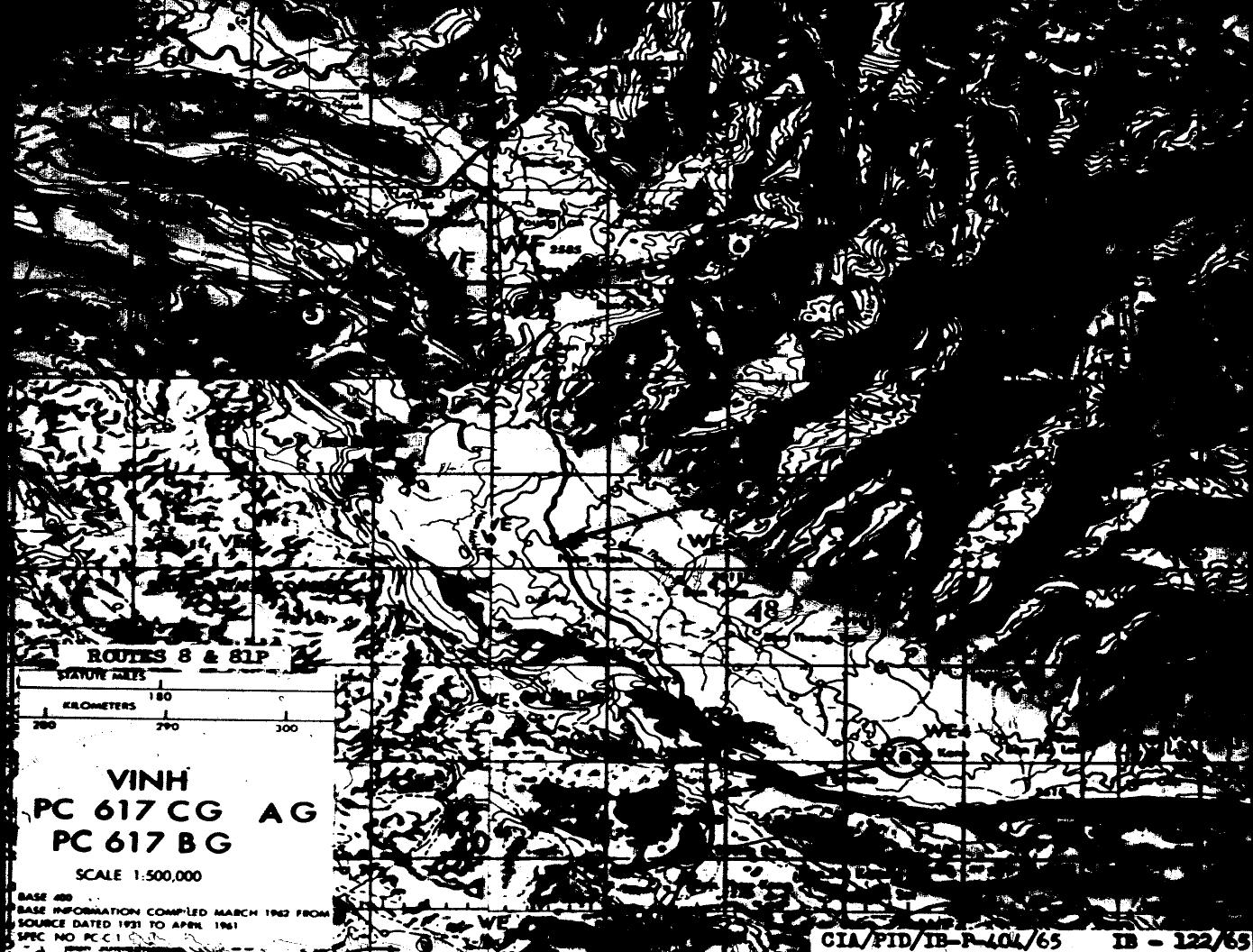


POTENTIAL BRIDGE CONSTRUCTION ACTIVITY

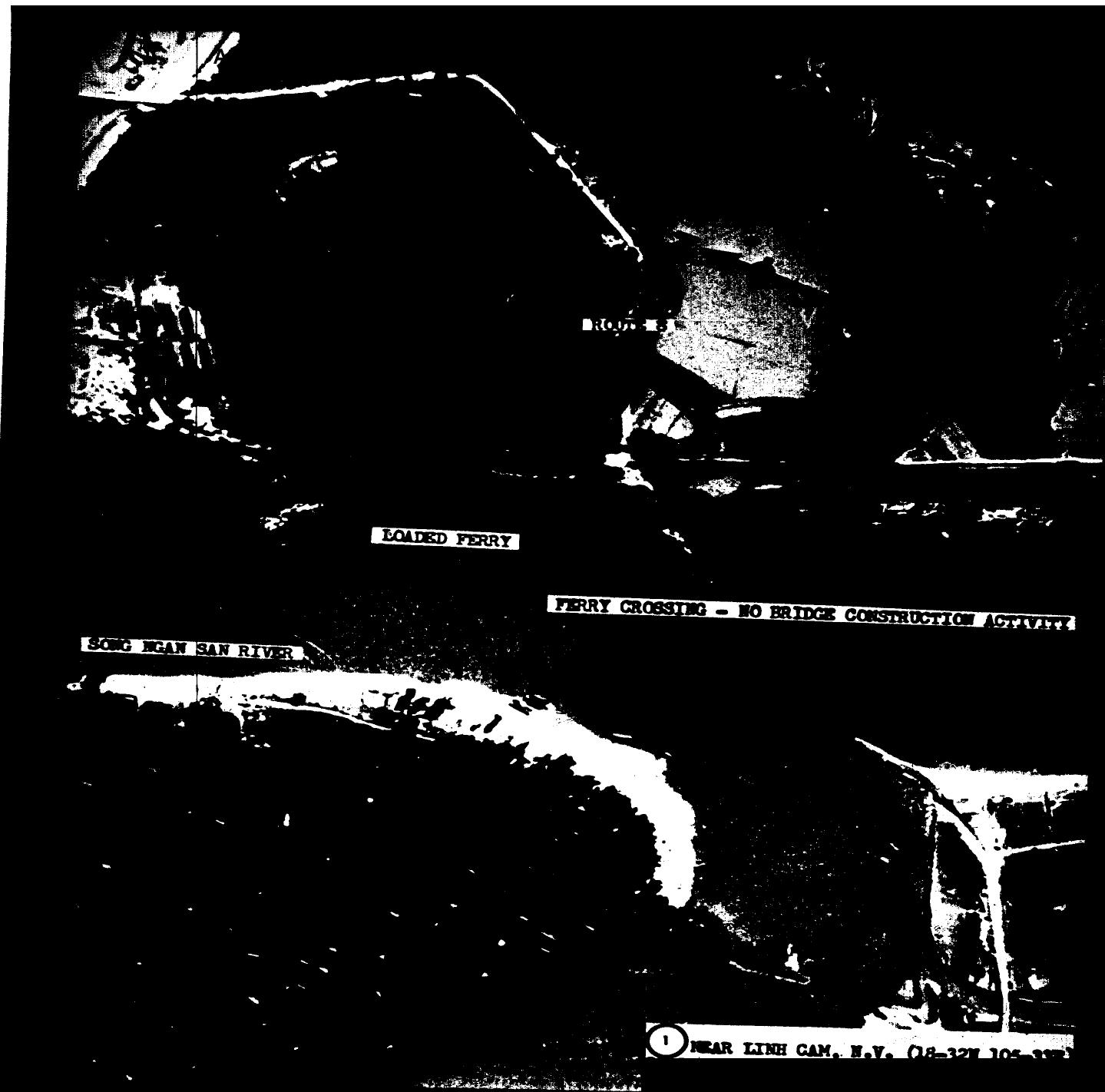
PAKSE, LAOS (10-24-67)

5-16 969

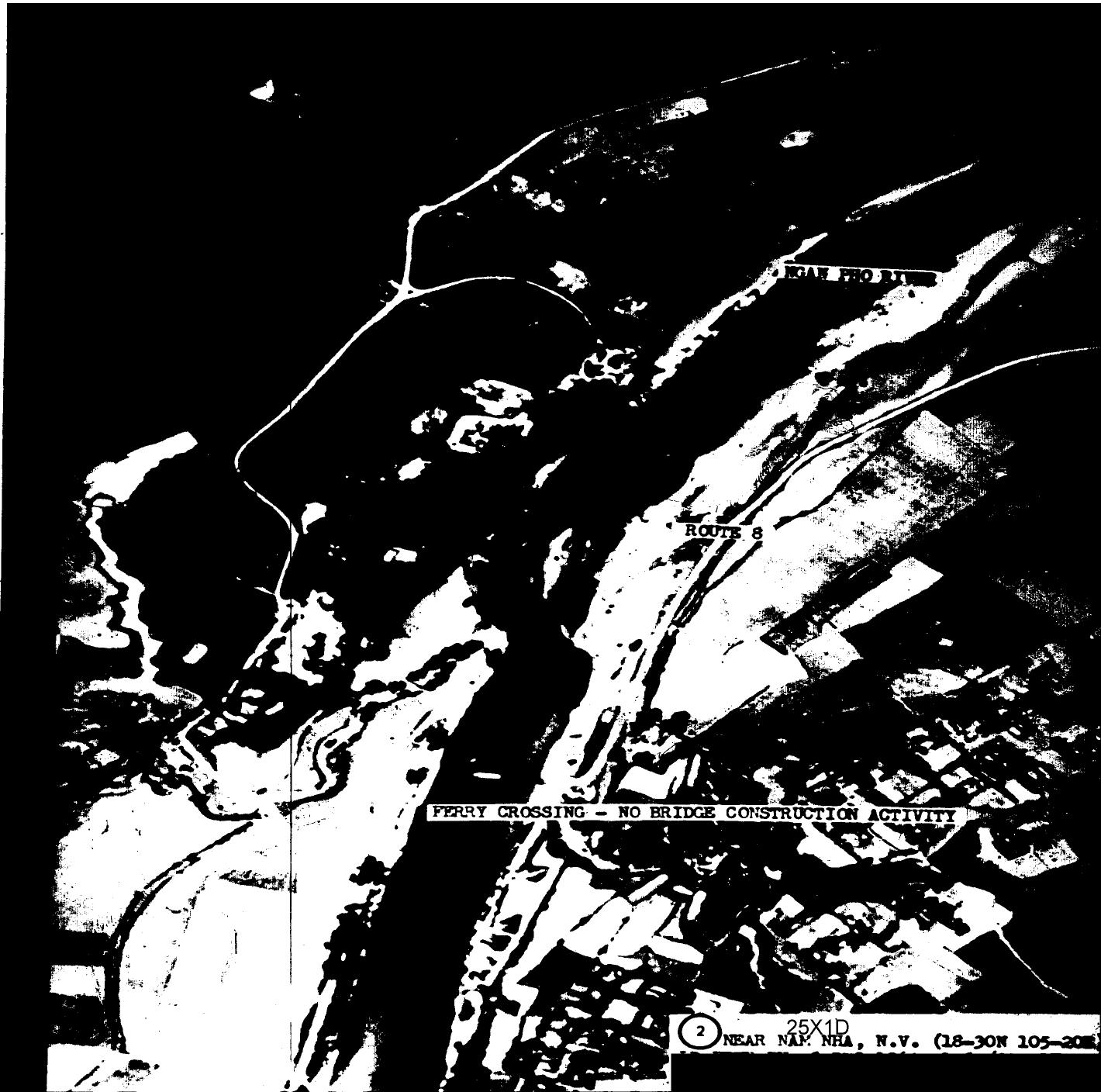
25X1D



5-16 969



25X1D



10-14 969

RCCM 8

NEAR KIM CUONG, N.V. (Q8-267 105-1)

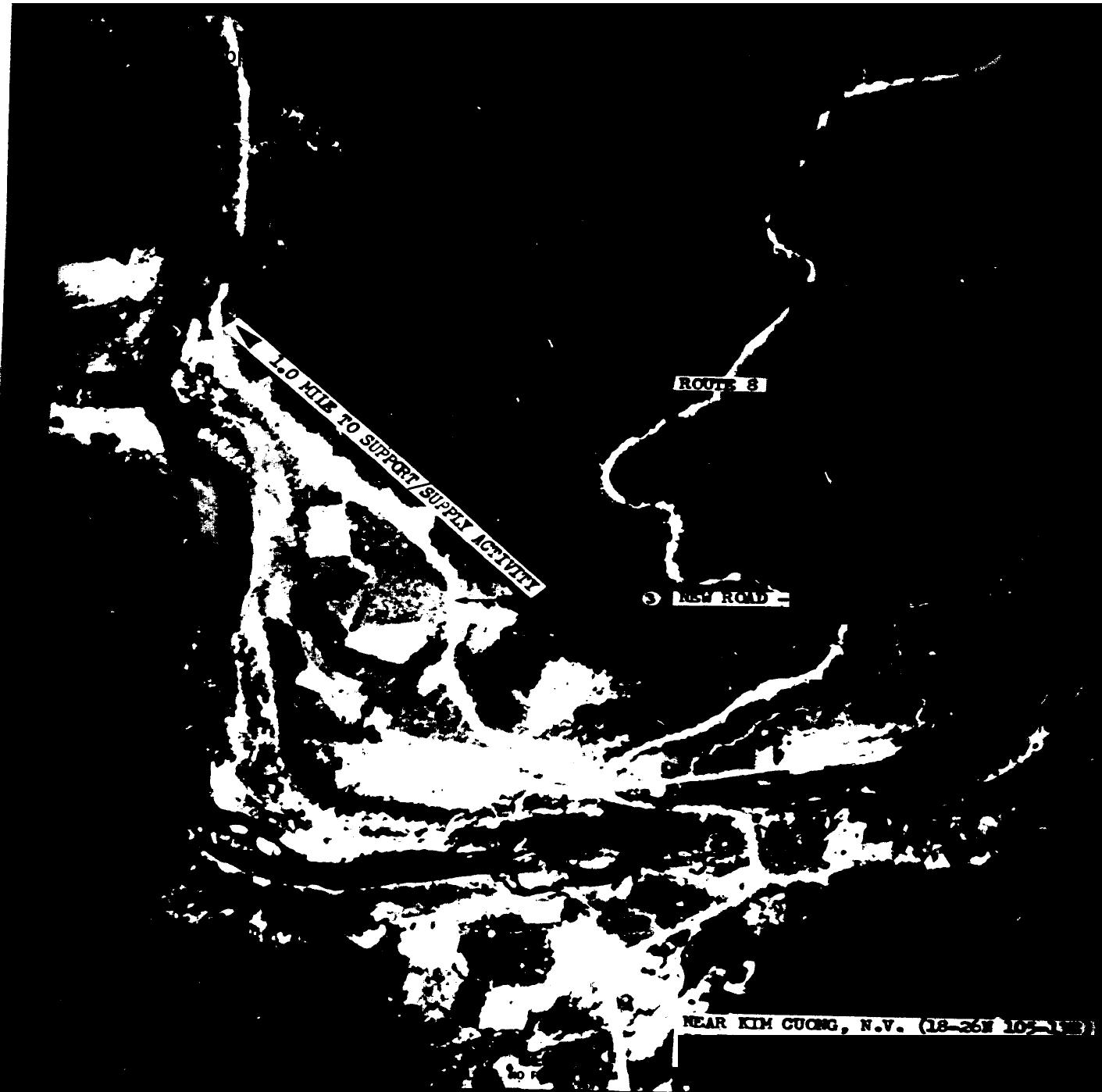
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25X1D

4 BRIDGE - [REDACTED]

ROUTE 8



25X1D

SECRET
NO FOREIGN EDITION

BAN NAPE, LAOS (18°20'40" N 105°04'30" E)

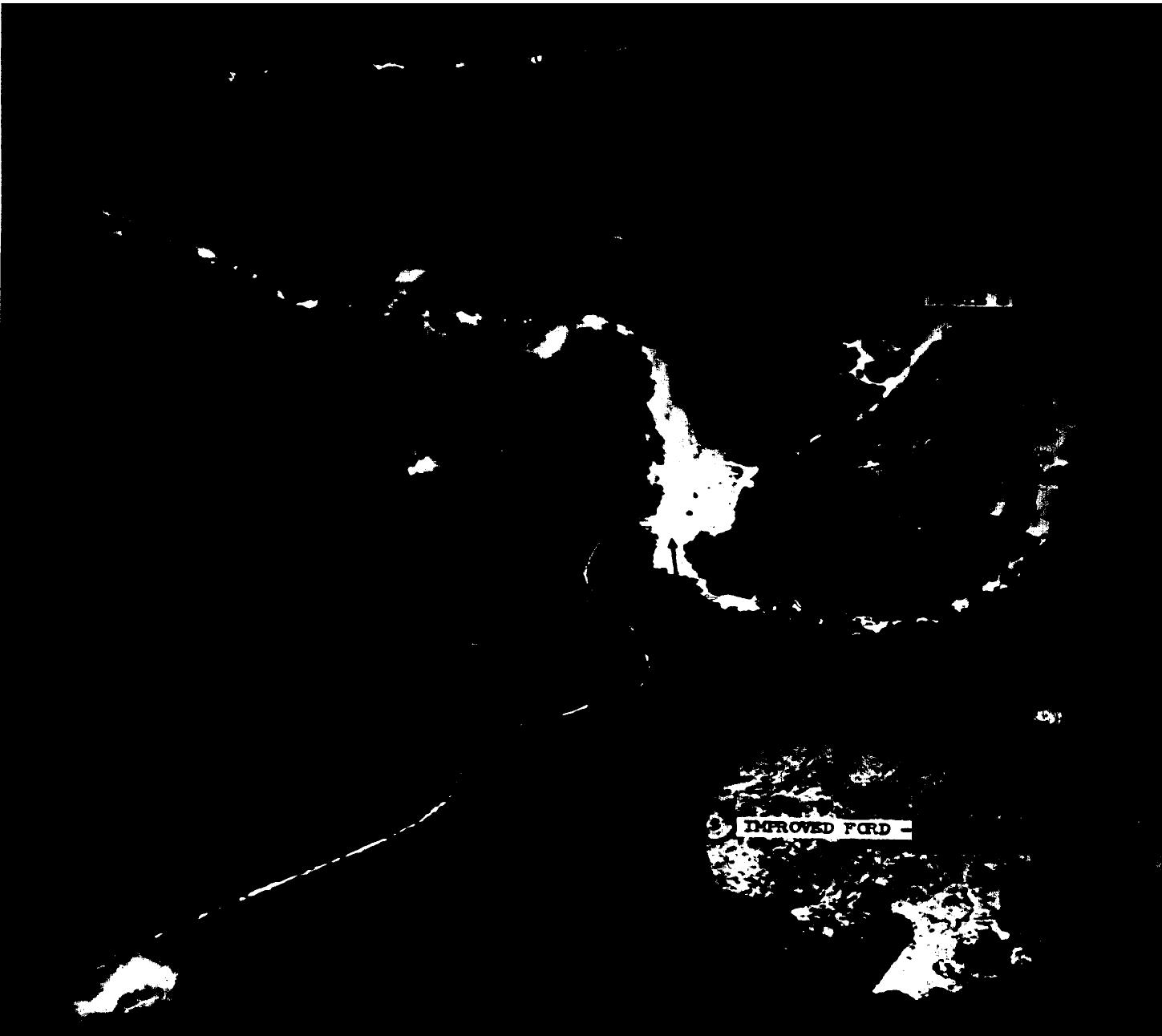
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NEAR LAK SAO, LAOS (18-10-30N 104-49-00E)

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25X1D

25X1D

ROUTE 6

UNIMPROVED ROAD

NEAR LAK SAO, LAOS (18-10-30N 104-49-30E)

-14 969

25X1D

25X1D

FORD

ROUTE 8

25X1D

25X1D

NEAR KENG DENG, LAOS (18-05-30N 105-02-40E)

1967

• SMALL WOODEN BRIDGE -

ROUTE 8

NEAR KIENG DING, LAOS (18-05-30N 105-02-40E)

114 969

25X1D

25X1D

WAV THIRTY TWO (17-50-40N 105-03-00E)

FORD

ROAD IN USE -

ROUTE 8

-14 969

25X1D

25X1D

 ROAD DETERIORATED -

ROUTE 8

NAM THEUM, LAOS (17-50-40N 105-03-00E)

17-16 969

25X1D

25X1D



B. THONG LOUAN, LAOS (17-36-30N 105-10-40E)

1-14-969

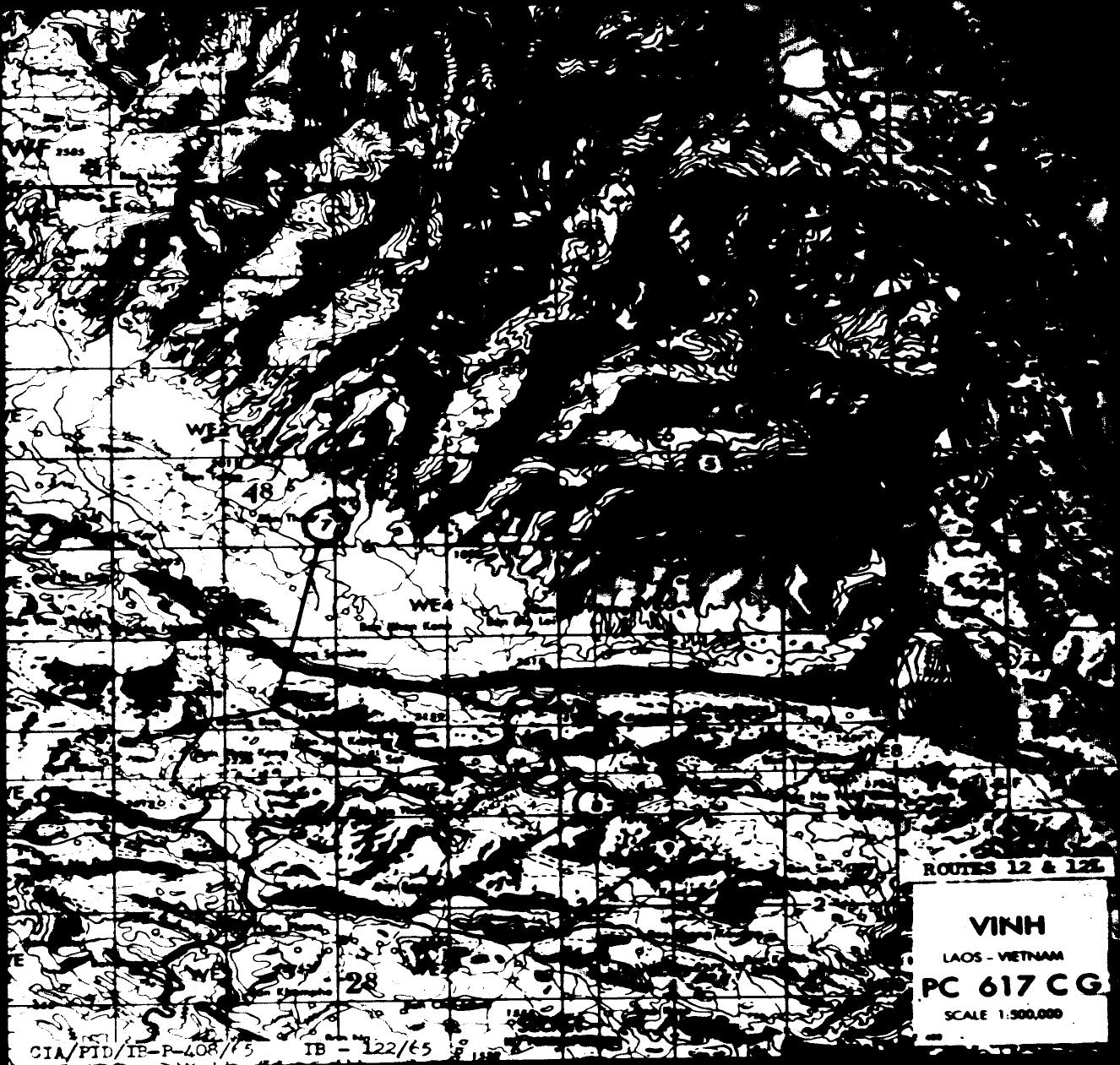
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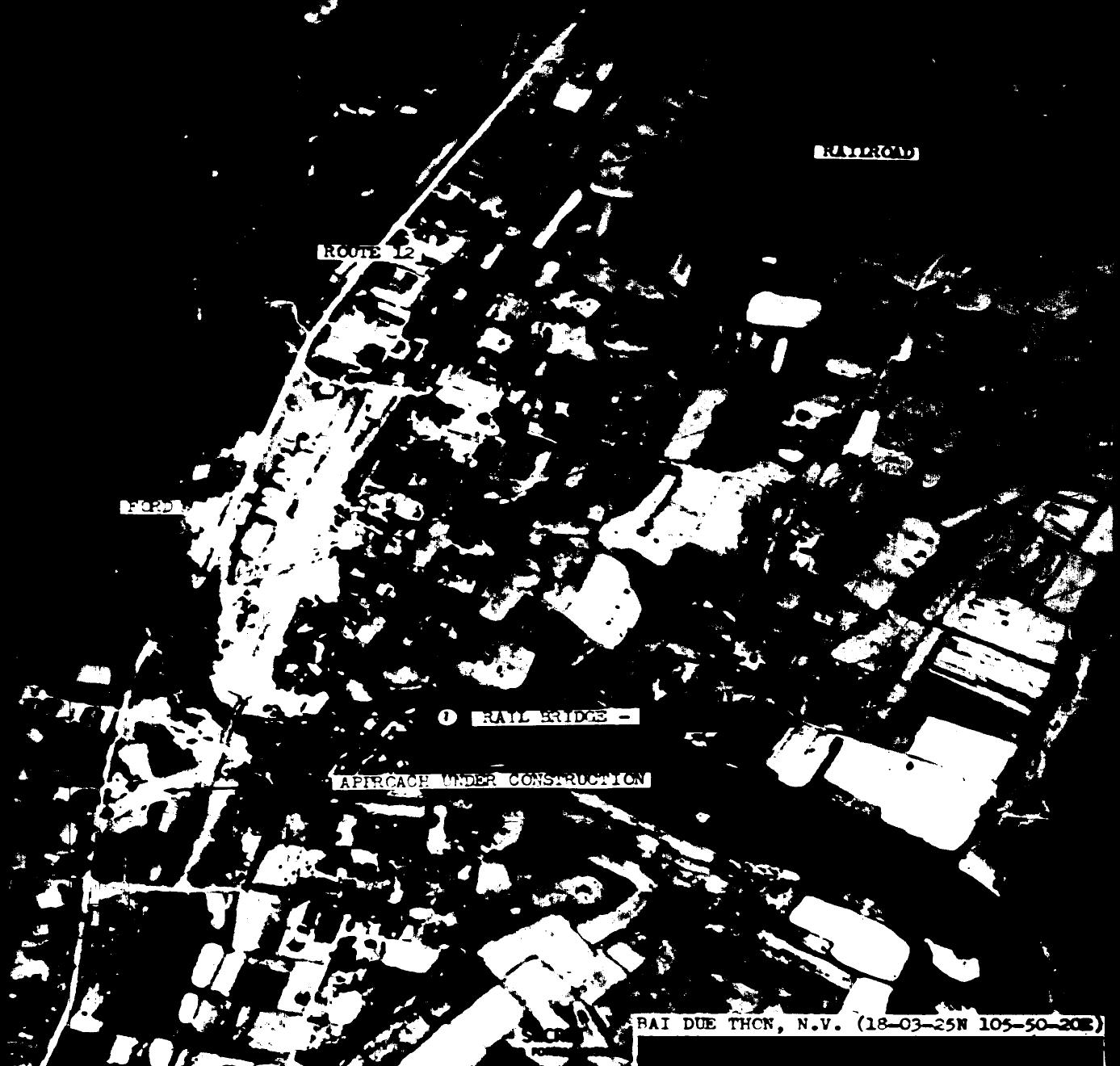
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25X1D



25X1D



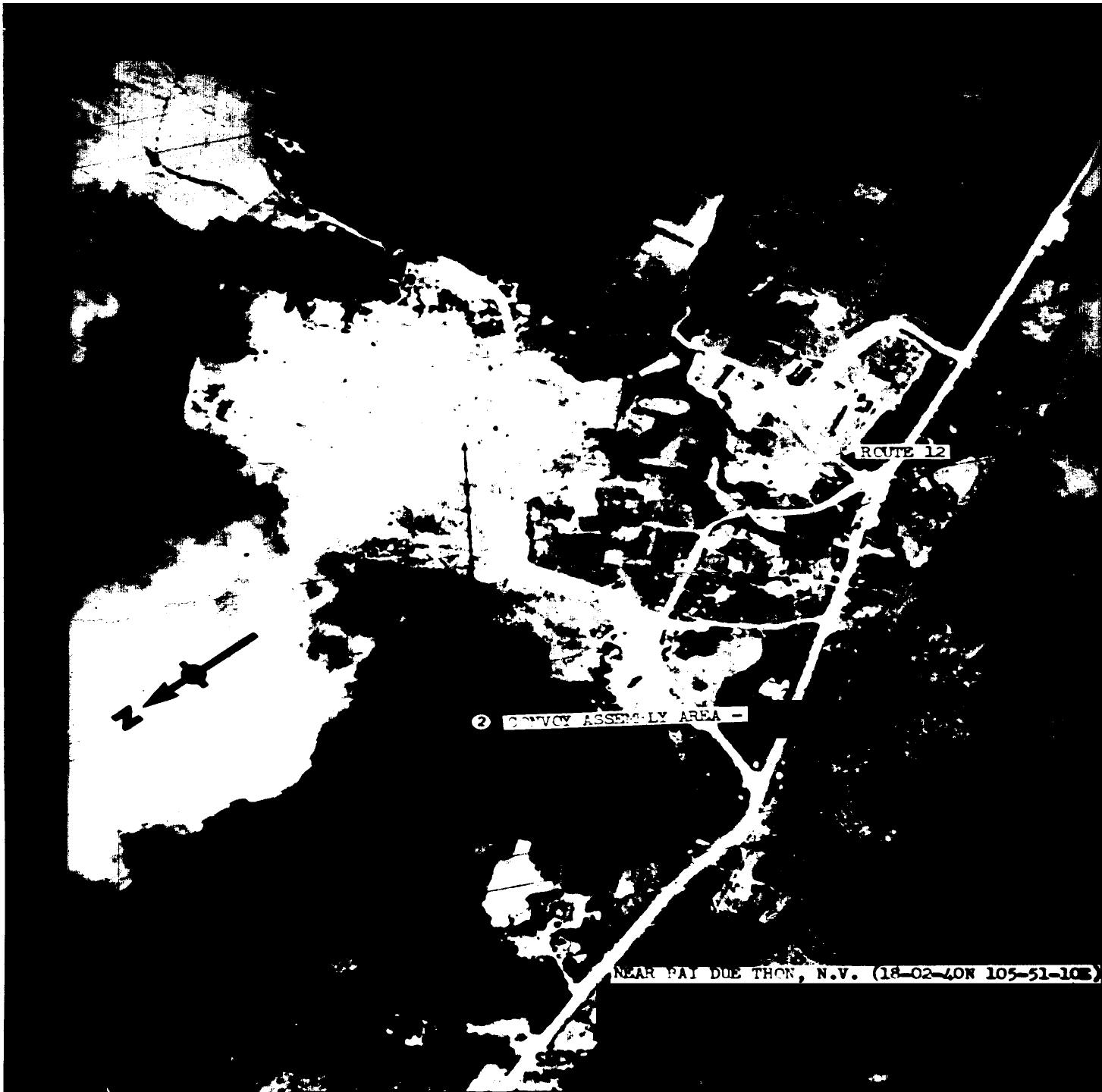


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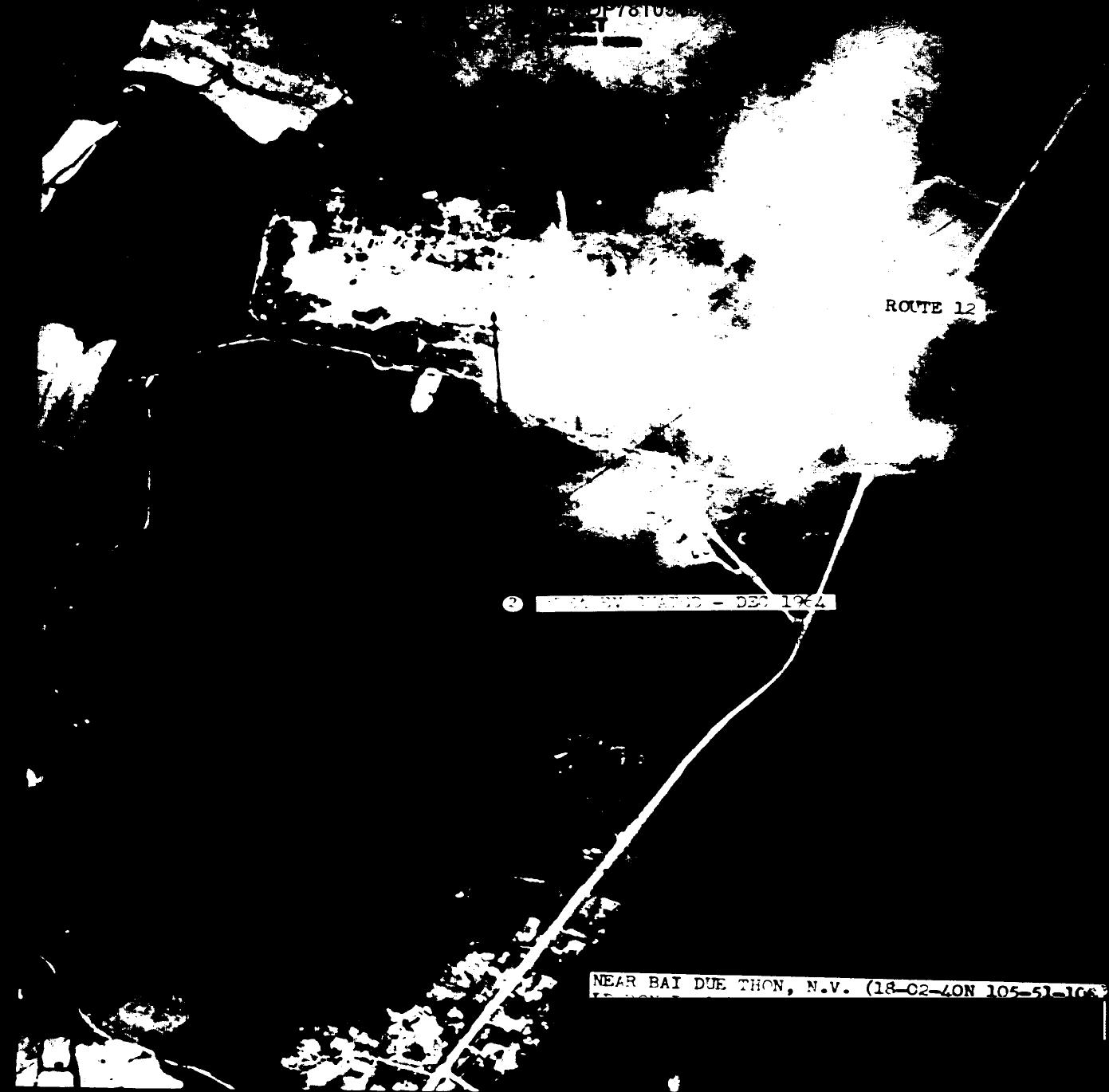


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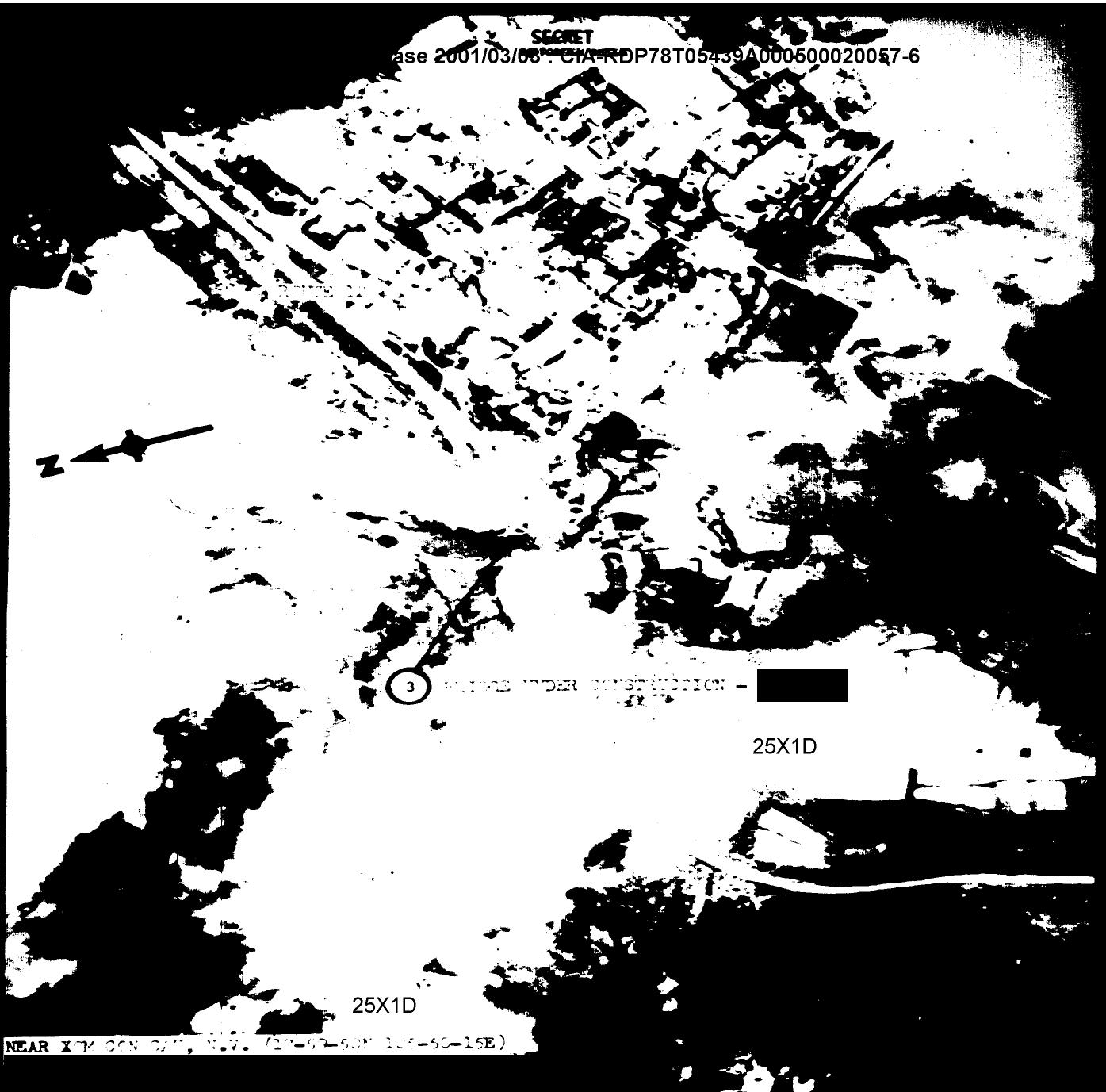
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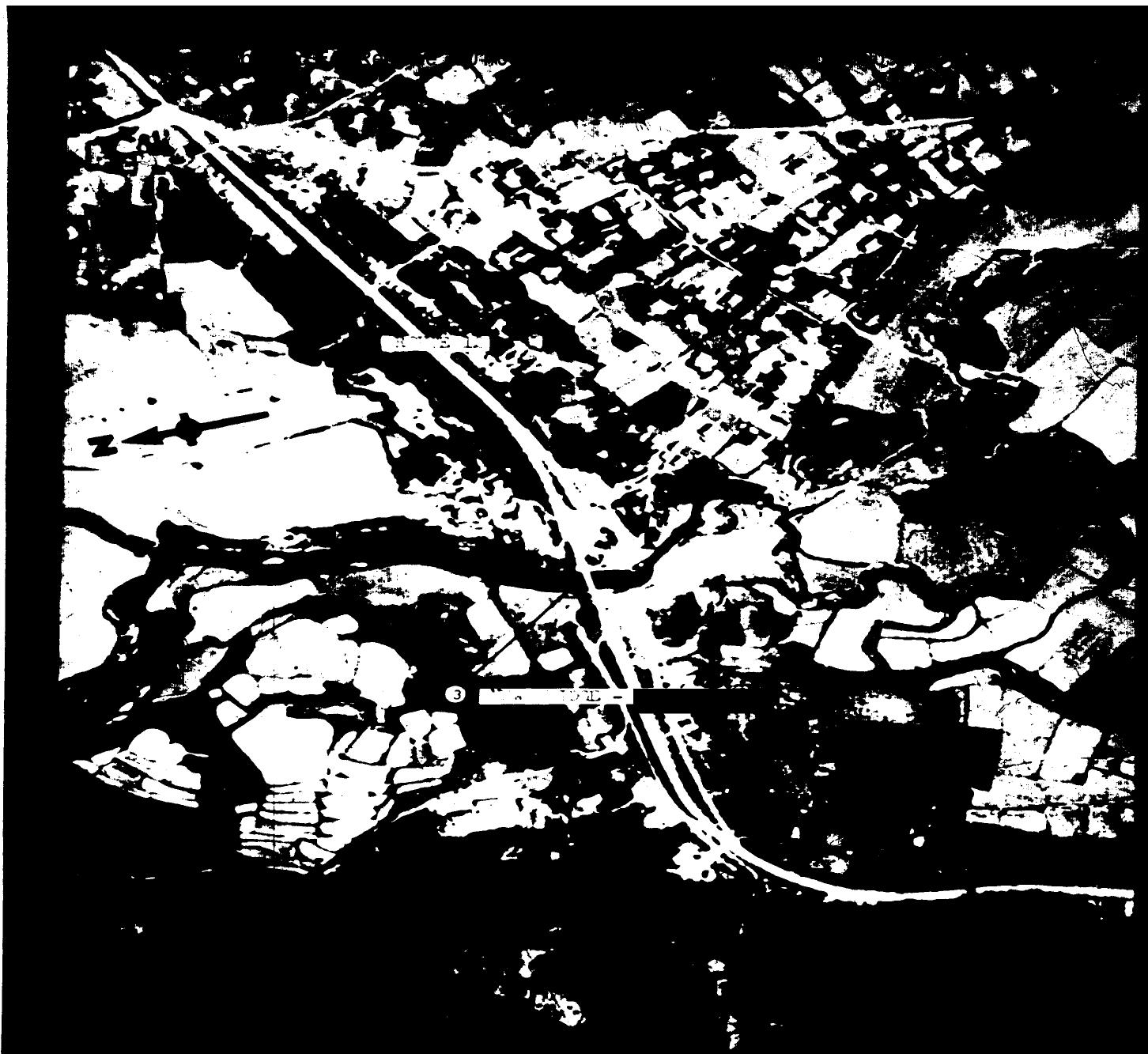


SECRET

Case 2001/03/03 : CIA-RDP78T05439A000500020057-6



2001 RELEASE UNDER E.O. 14176



NEAR XIN CONG CAU, N.V. (12-50-E ON 105-50-15E)

25X1D

25X1D



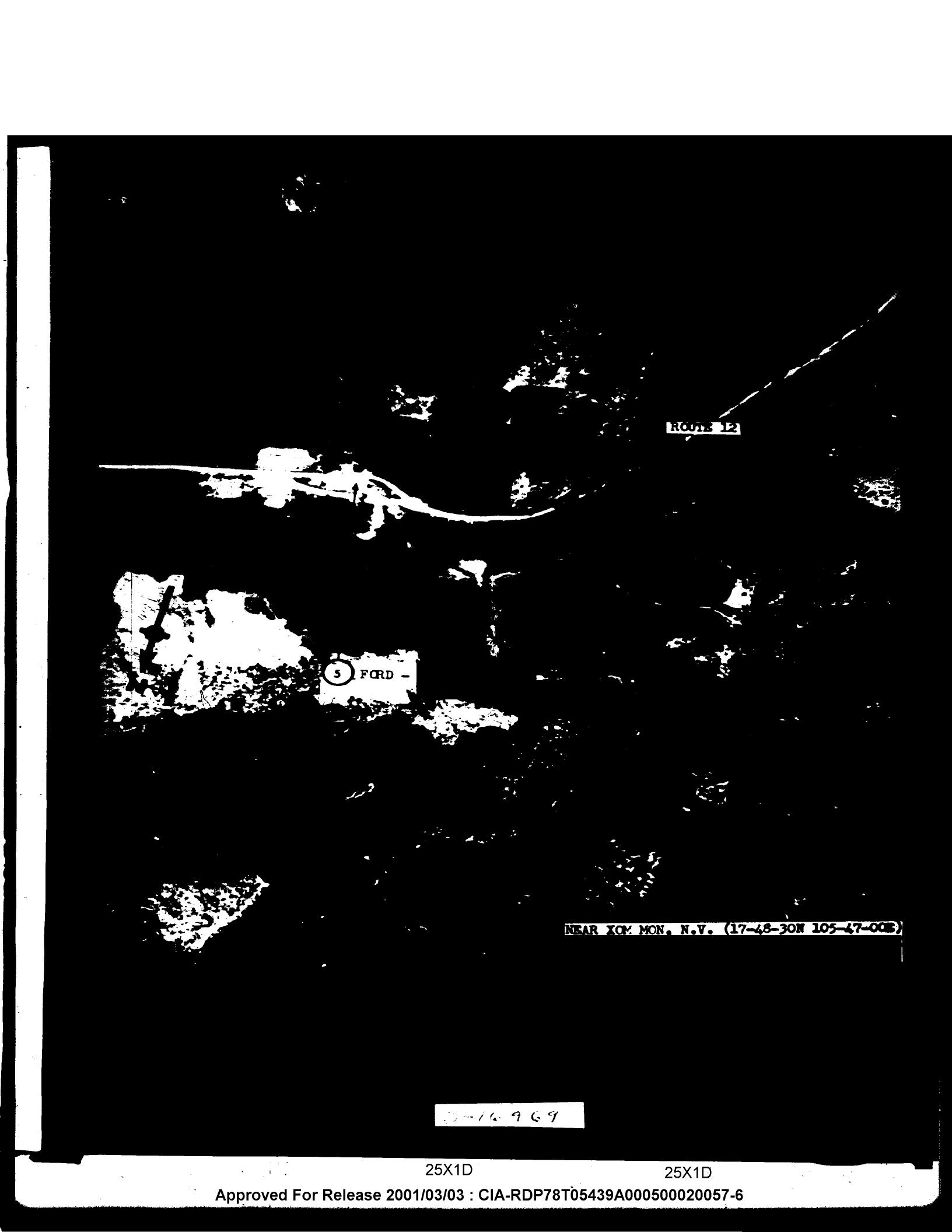
25X1D



25X1D

25X1D

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ROUTE 12

5 FORD -

NEAR XOM MON, N.V. (17-48-30N 105-47-00E)

7-16 969

25X1D

25X1D



NEAR XOM MON, N.V. (17-48-30N 105-47-00)

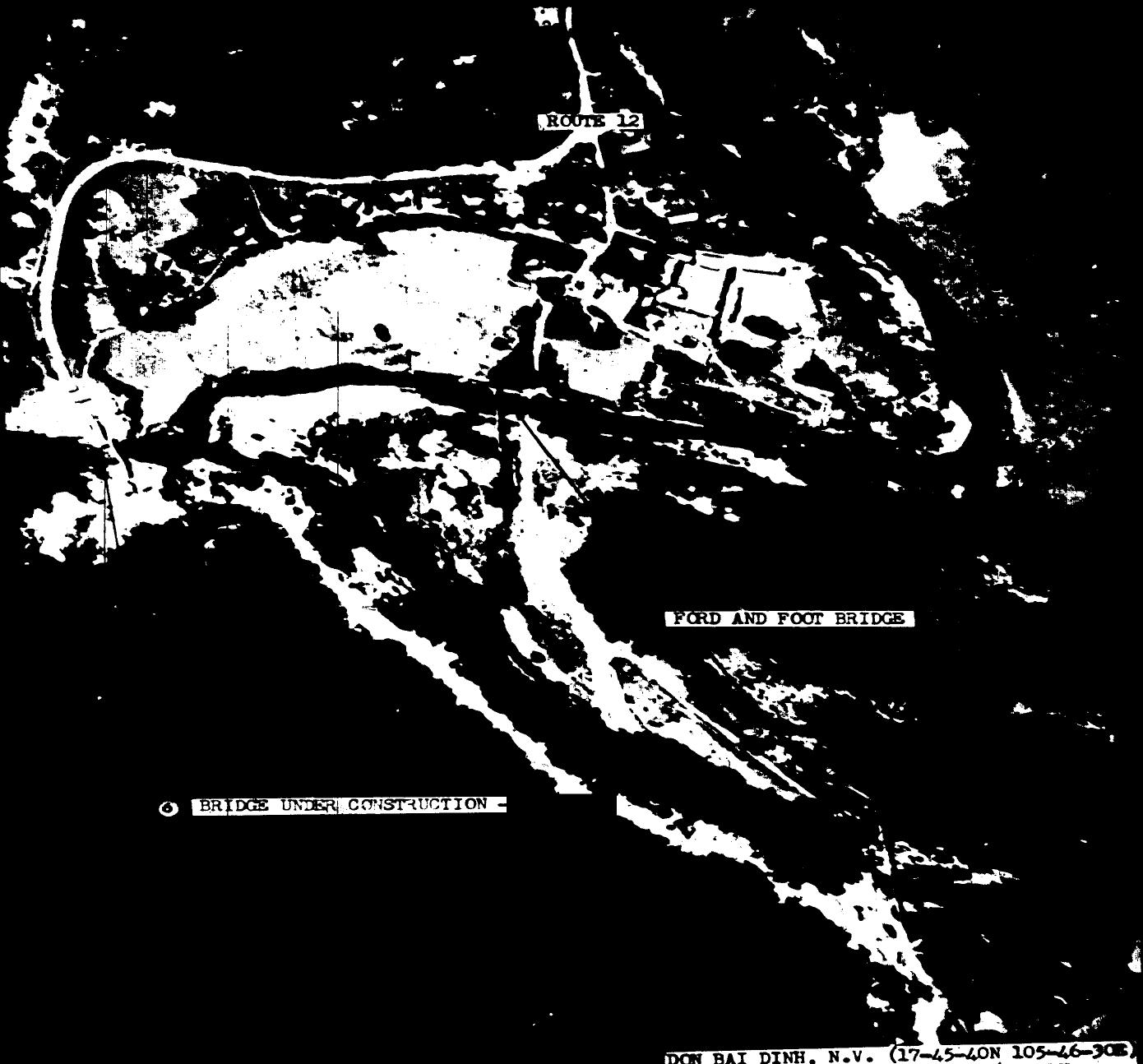
3-16 969

25X1D

25X1D



11-12-969



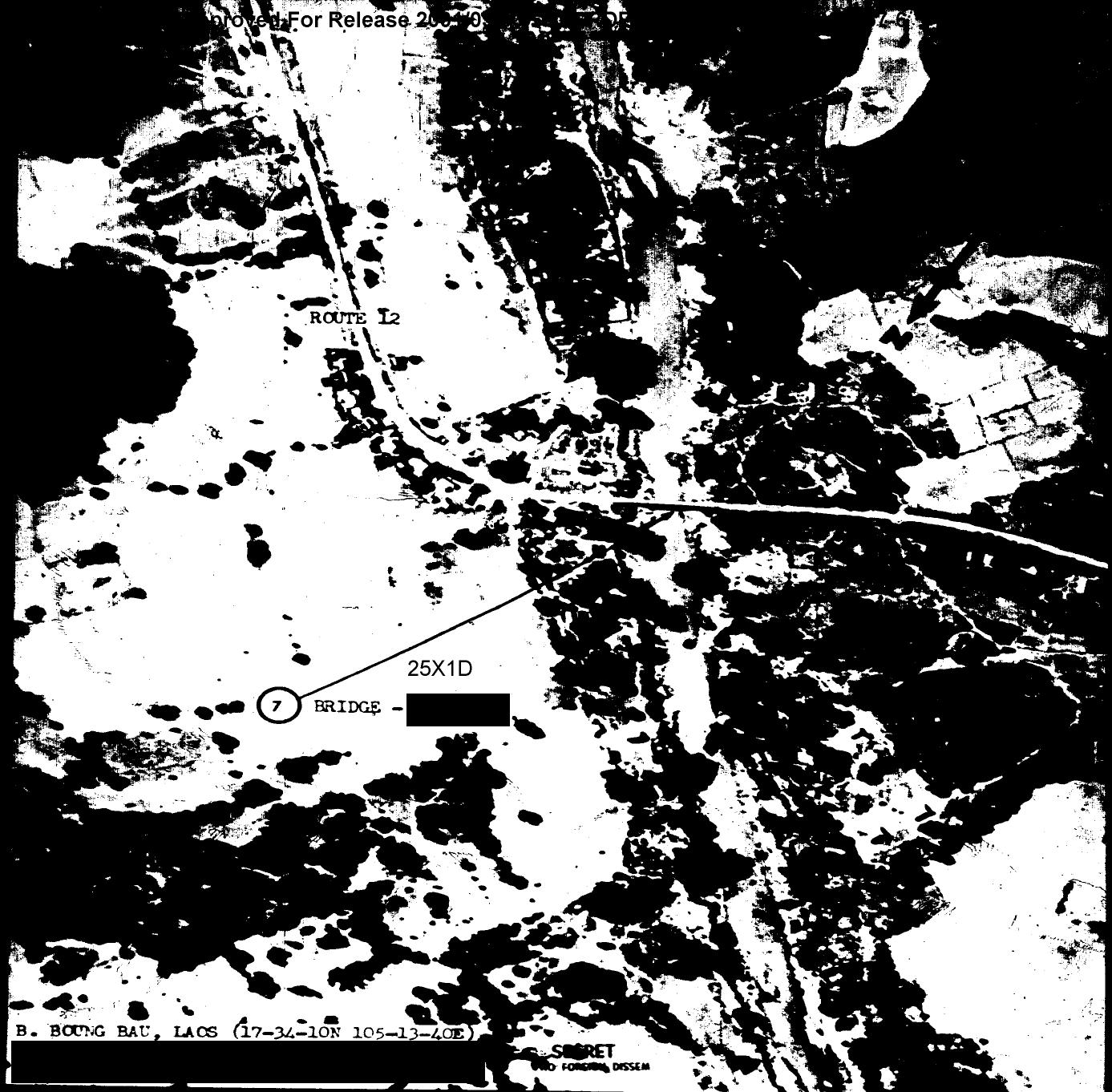
DON BAT DINH, N.V. (17-45-40N 105-46-30E)

6-16-969

25X1D

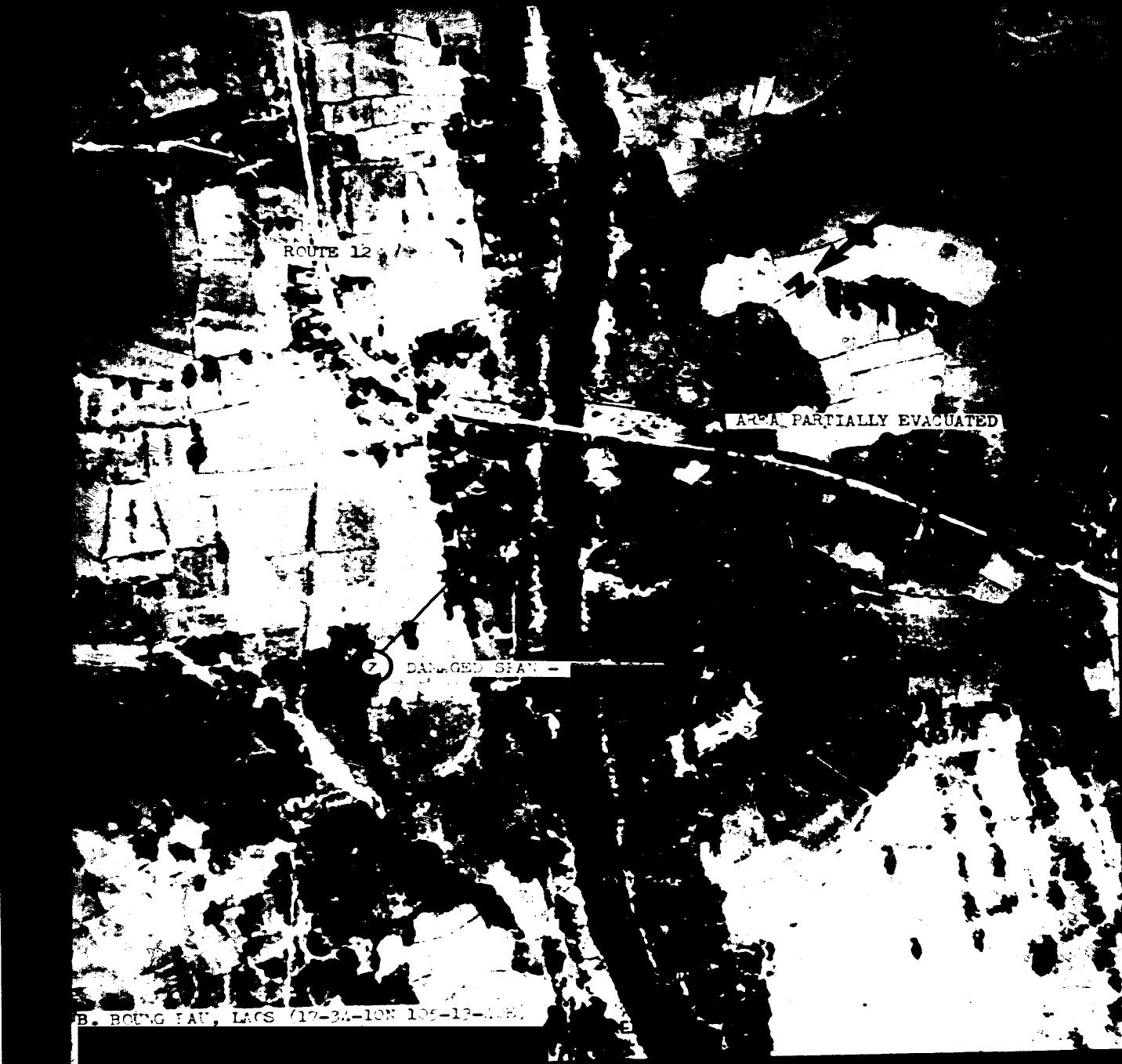
25X1D

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25X1D

Approved For Release 2001/03/03 : CIA-RDP78T05439A000500020057-6



25X1D

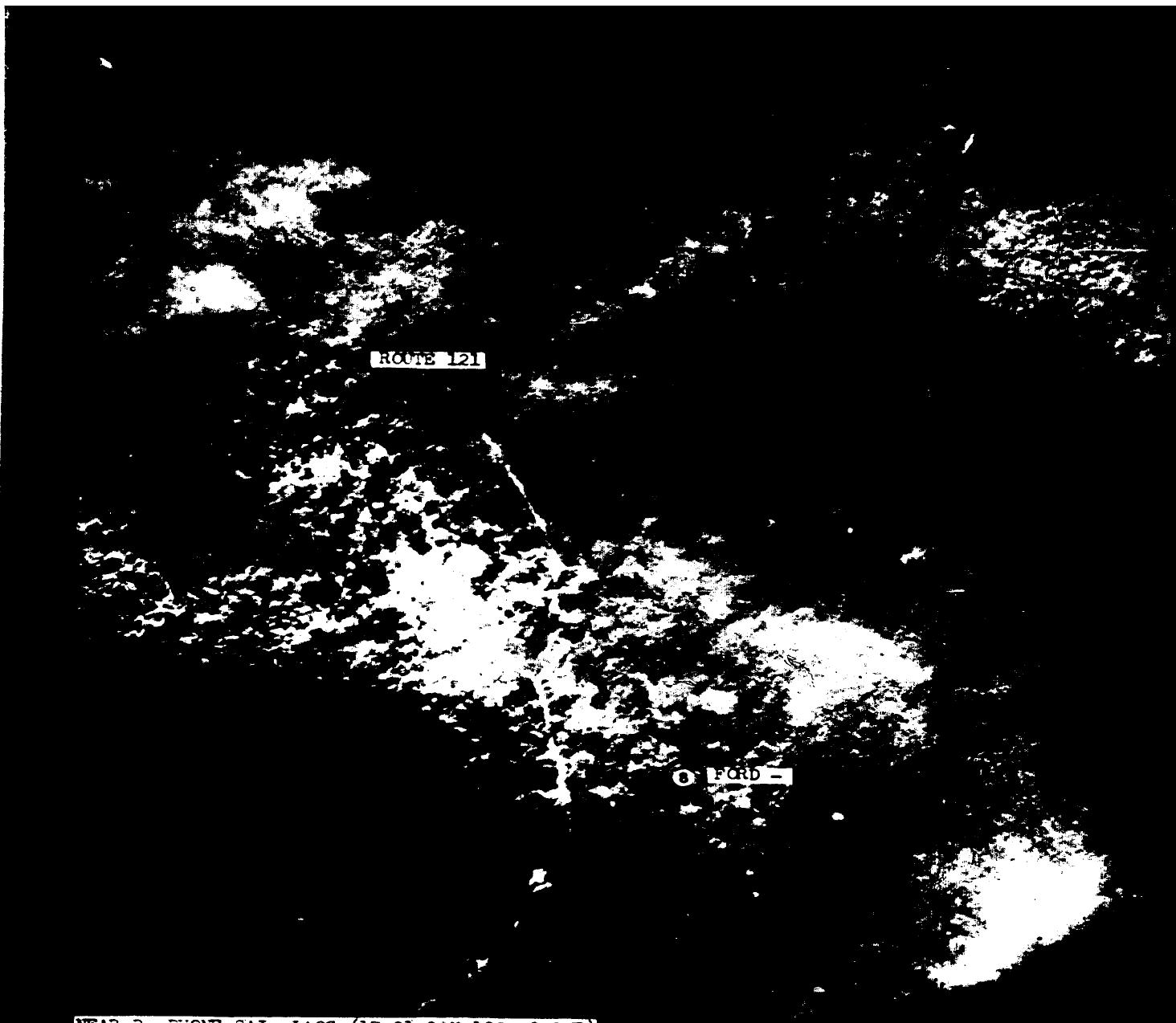
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ROUTE 121

8. FORD AND FORT BRIDGE -

NEAR B. PHONE SAI, LAOS (17-21-30N 105-20-25E)

1-14-969

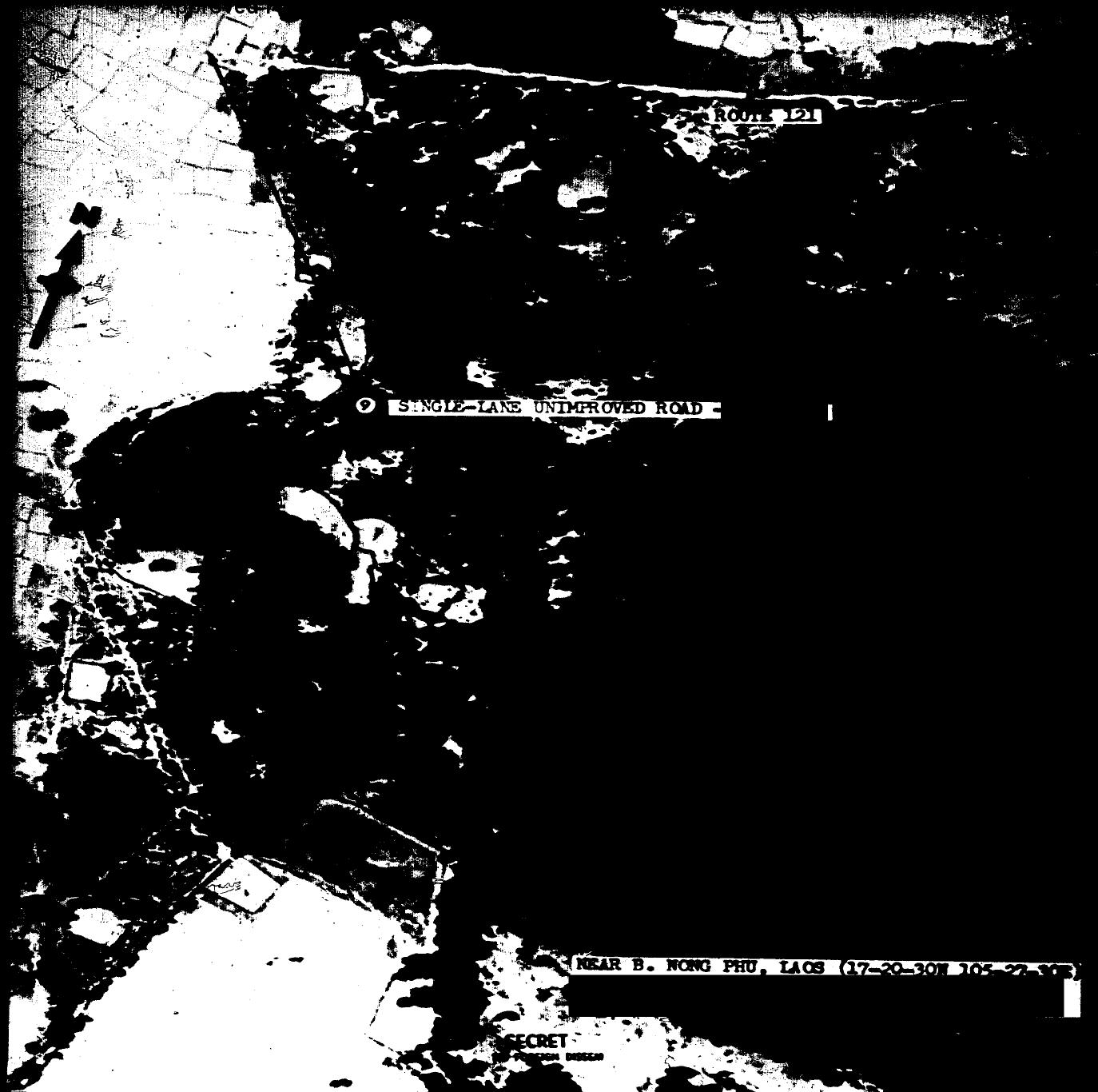


NEAR B. PHOE SAI, LAOS (17-21-30N 105-20-25E)

17-21-30N
105-20-25E

25X1D

25X1D



1-16-969

25X1D

25X1D

Release 2001/03/03 : CIA RIDE
SECRET

00500020057-6

ROUTE 121

ROAD DETERIORATED

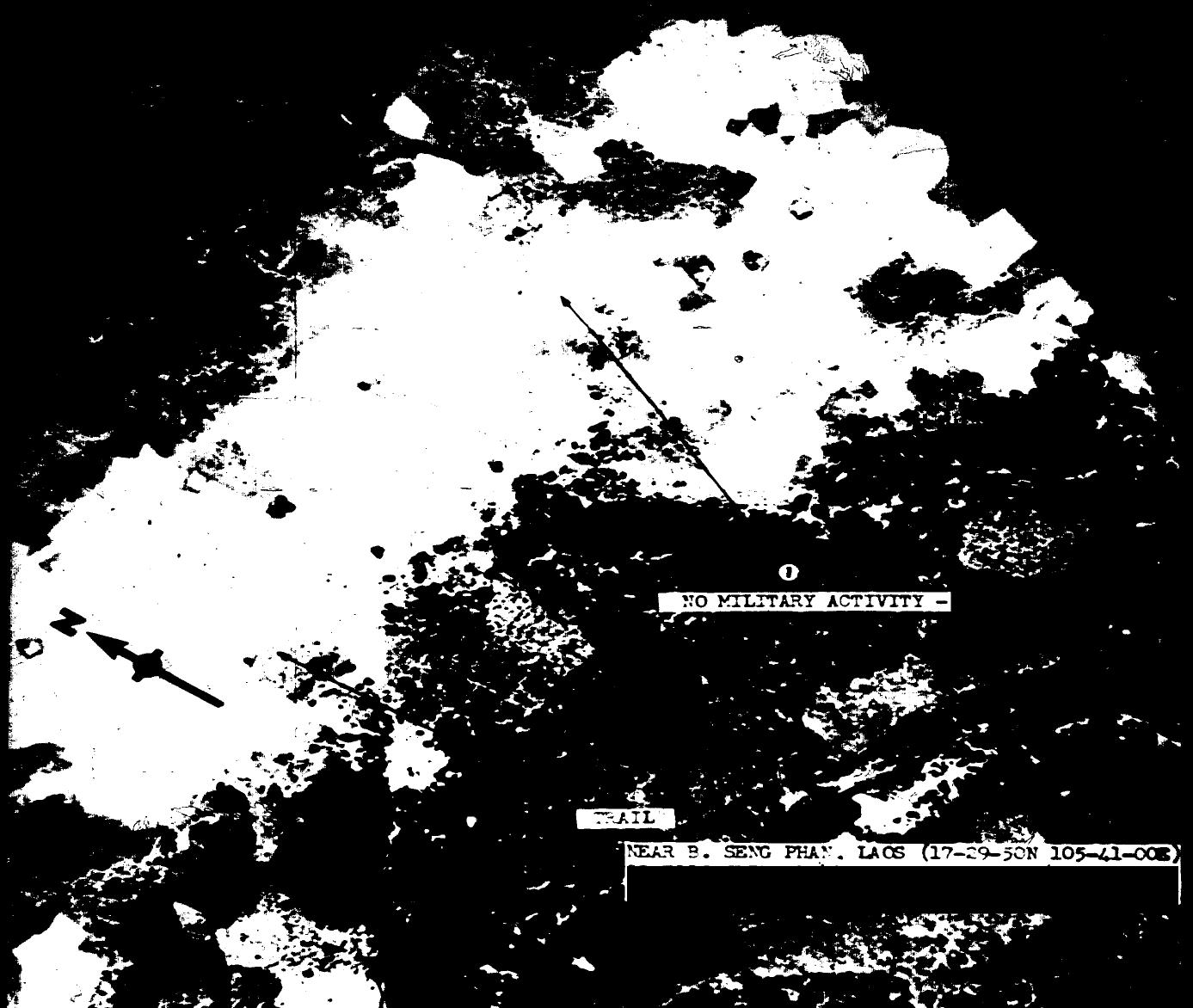
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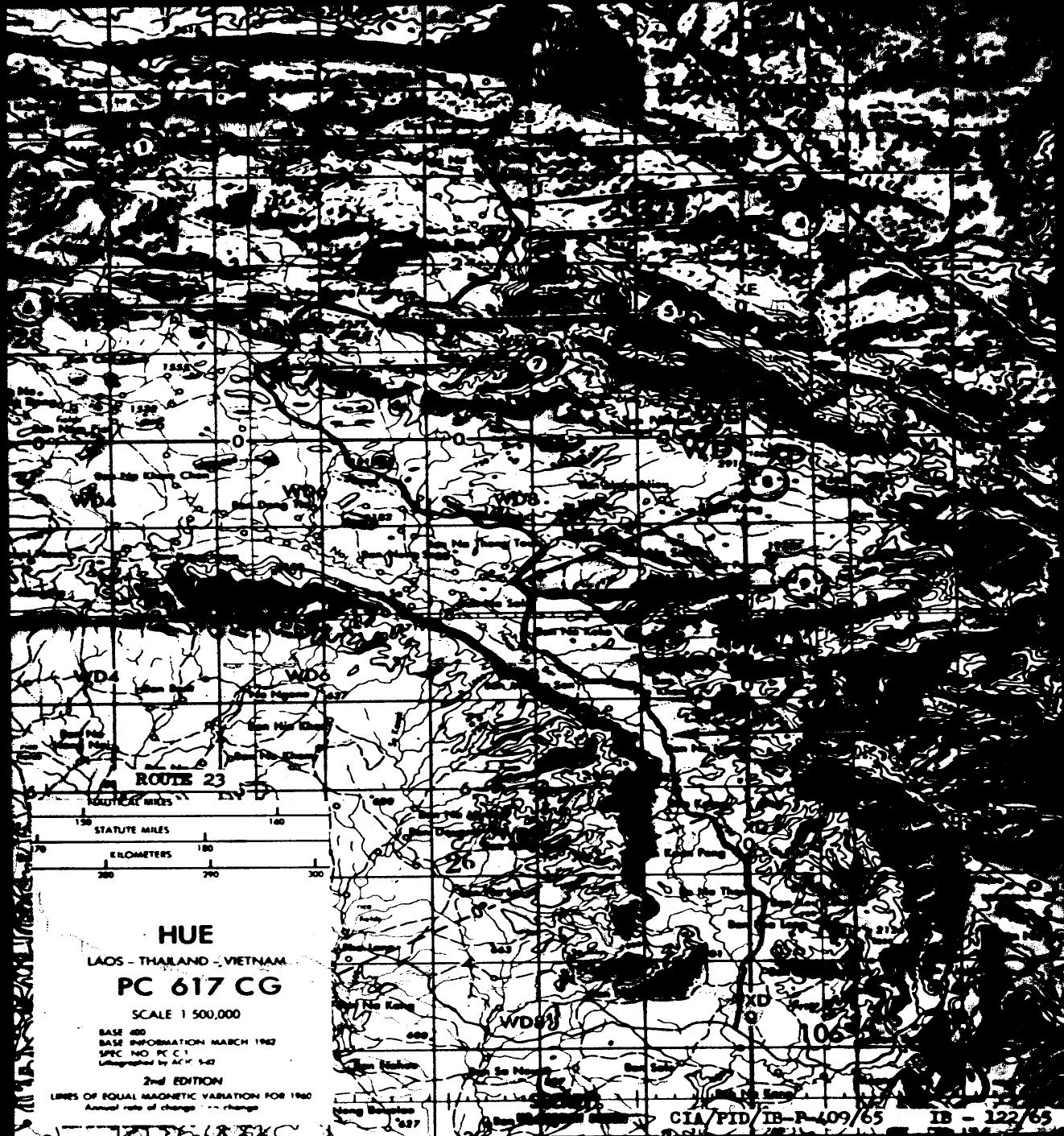
NEAR B. NONG PHU, LAOS (17-20-30N 105-27-30E)

20-14969

25X1D

25X1D





HUE

LAOS - THAILAND - VIETNAM

PC 617 CG

SCALE 1:500,000

SCALE 1:500,000

BASE INFORMATION MARCH 1993

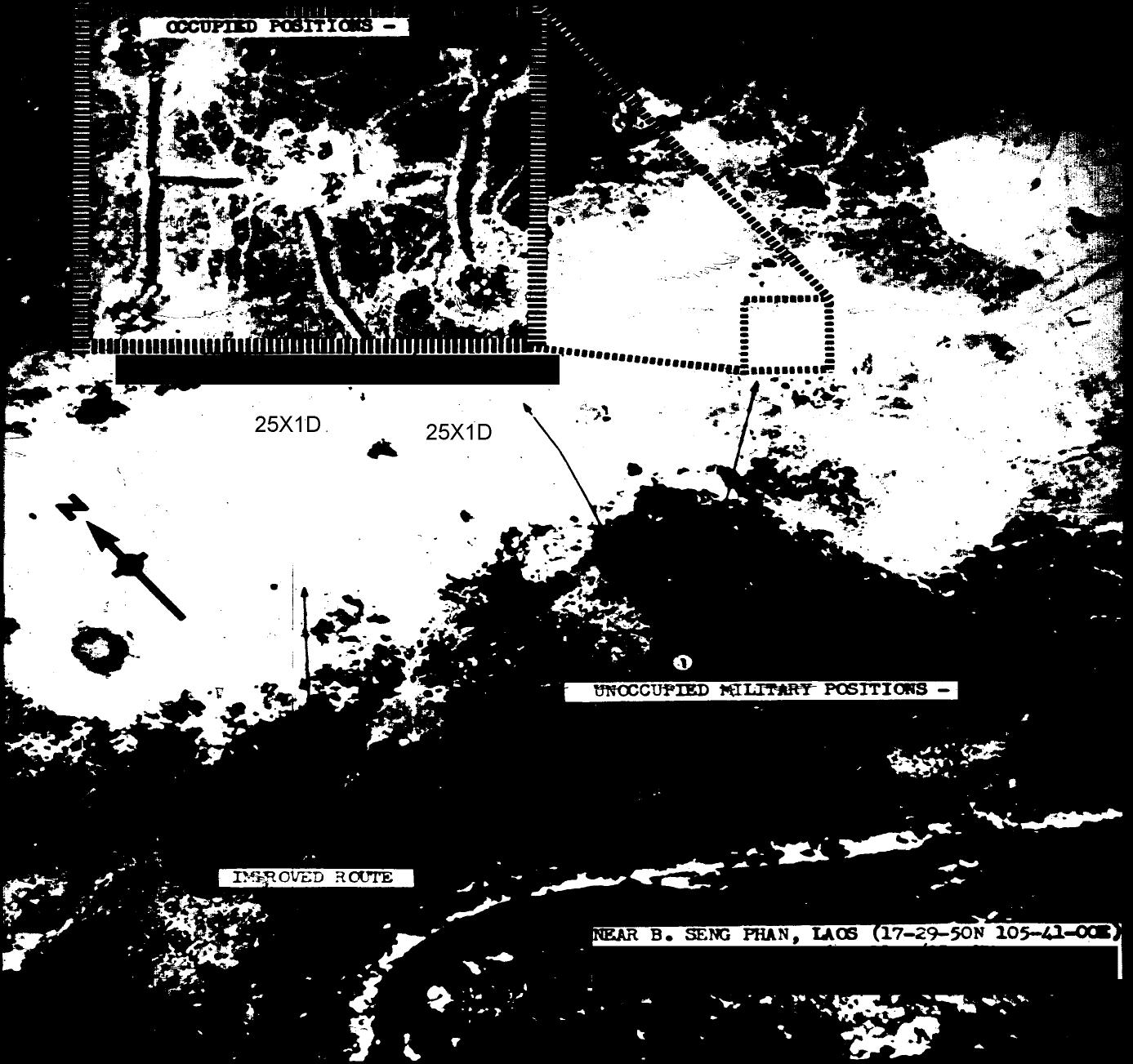
SPCC NO PC C 1
RECORDED BY ACTW 9-22

2nd EDITION

LINES OF EQUAL MAGNETIC VARIATION FOR 1980
Annual rate of change 1 m change

CIA/PID/IB-P-409/65

R-122/63



1969